



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE

REFER TO FILE: PD-1

January 13, 2009

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**NOGALES STREET AT RAILROAD STREET GRADE SEPARATION PROJECT
IN THE UNINCORPORATED COMMUNITY OF
ROWLAND HEIGHTS AND THE CITY OF INDUSTRY
PROJECT BASELINE AGREEMENT
(SUPERVISORIAL DISTRICTS 1 AND 4)
(3 VOTES)**

SUBJECT

This action is to approve and instruct the Chairman to sign a Project Baseline Agreement as a Local Funding Agency with the Alameda Corridor-East Construction Authority and the State of California, acting by and through its Department of Transportation, which provides for the Alameda Corridor-East Construction Authority to receive \$25,600,000 in Proposition 1B Highway-Railroad Crossing Safety Account funds for the Nogales Street Grade Separation project located in the unincorporated community of Rowland Heights and the City of Industry and for the County of Los Angeles to commit \$12,000,000 in local funds for its share of the project cost.

IT IS RECOMMENDED THAT YOUR BOARD:

Approve and instruct the Chairman to sign a Project Baseline Agreement as a Local Funding Agency with the Alameda Corridor-East Construction Authority and the State of California, acting by and through its Department of Transportation, which provides for the Alameda Corridor-East Construction

Authority to receive \$25,600,000 in Proposition 1B Highway-Railroad Crossing Safety Account funds for the Nogales Street Grade Separation project located in the unincorporated community of Rowland Heights and the City of Industry and for the County of Los Angeles to commit \$12,000,000 in local funds for its share of the project cost.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

The Alameda Corridor-East Construction Authority (ACE) proposes to construct a highway-rail grade separation project at Nogales Street and Railroad Street located in the unincorporated community of Rowland Heights and the City of Industry. ACE is required to execute a Project Baseline Agreement (Agreement) with the State of California, acting by and through its Department of Transportation, to receive State funding in the amount of \$25,600,000 from the Proposition 1B Highway-Railroad Crossing Separation Account (HRCSA) for the project. Under the terms of the Agreement, ACE will be responsible for the design, right of way acquisition, and construction of the project.

The State is requiring local agencies providing local funds for this project to approve and sign the Agreement indicating their commitment of local funds toward the project. The County of Los Angeles (County), the City of Industry (City), and the Los Angeles County Metropolitan Transportation Authority (Metro), will provide local funds to match the Federal and State funds obtained for the project. The County's share of the project cost is currently estimated to be \$12,000,000.

Your Board's approval and signature is necessary to commit the County's \$12,000,000 in local funds to the project and allow ACE to receive the State funds for the project.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Service Excellence (Goal 1), Fiscal Responsibility (Goal 4), and Community Services (Goal 6). Construction of this highway-railroad grade separation project will improve safety and increase mobility of motorists traveling on this road, thereby improving the quality of life of the County and the City residents. In addition, this action fully supports the strategy to strengthen the County's funding capability by actively seeking grant funds.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The total project cost is currently estimated to be \$86,949,000, to be financed as follows:

Proposition 1B HRCSA	\$ 25,600,000
MTA Call for Projects	28,849,000
Federal TEA-21 Demonstration Project	6,500,000
City of Industry	12,000,000
County of Los Angeles	12,000,000
Union Pacific Railroad	<u>2,000,000</u>
Total	\$ 86,949,000

Funding for the County's commitment of \$12 million for this project is included in the First and Fourth Supervisorial Districts Road Construction Programs in the Fiscal Year 2008-09 Proposition C Local Return Fund Budget. ACE will be responsible to secure any additional funds, if required, to complete the construction of the project.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

In 1999, the Department of Public Works (Public Works) received \$6.5 million in Transportation Equity Act for the 21st Century (TEA-21) Demonstration Program funds for the project.

On November 19, 2002, Synopsis 39, your Board approved a cooperative agreement between the County and ACE, providing for ACE to prepare the plans and specifications for the project, at an estimated cost of approximately \$2.3 million. On January 25, 2007, Public Works applied for grant funding through the 2007 MTA Call For Projects and was awarded \$28,849,000 for this project.

Subsequently, Public Works requested ACE to be the Lead Agency for the acquisition of necessary rights of way and construction of the project. On March 24, 2008, the ACE Board of Directors approved the transfer of the project from Public Works to ACE.

It is anticipated that ACE will complete the design plans in September 2009 and the acquisition of the necessary rights of way in November 2009. Construction is expected to begin in March 2010 and be completed in March 2013.

The enclosed Agreement has been approved as to form by County Counsel and executed by the City, ACE, and MTA.

ENVIRONMENTAL DOCUMENTATION

In accordance with Section 15378(b)(5) of the California Environmental Quality Act Guidelines (CEQA), signing the Agreement to receive grant funds and commit funding for the project is an administrative activity, will not cause a physical change in the environment, and therefore does not constitute a project and is not subject to the requirements of CEQA. ACE will be responsible for the preparation of the appropriate environmental document required for the project. We will bring the environmental document to your Board for your consideration and concurrence prior to start of construction.

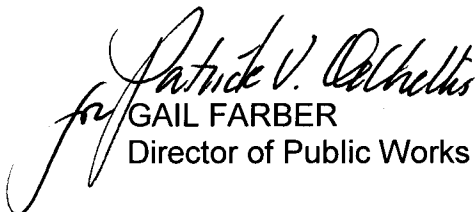
IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project, which is on the Los Angeles County Highway Plan, will enhance safety, increase mobility, and improve air quality by eliminating an at-grade highway-railroad crossing.

CONCLUSION

Attached are two originals of the Agreement. Upon execution, please return the originals and three adopted copies of this letter to Public Works, Programs Development Division.

Respectfully submitted,


GAIL FARBER
Director of Public Works

GF:SA:abc

Attachment

c: Chief Executive Office (Lari Sheehan)
County Counsel

HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Nogales Street Grade Separation Project, effective on September 1, 2008, is between the signatory public entity, hereinafter referred to as **SPONSOR AGENCY**, and the California Department of Transportation, hereinafter referred to as **CALTRANS**, sometimes collectively referred to as the **PARTIES**.

2. RECITAL

- 2.1** Whereas the California Transportation Commission (Commission), approved the Highway-Railroad Crossing Safety Account (HRCSA) program of projects at its August 27-28, 2008 meeting, and included the Nogales Street Grade Separation Project, the PARTIES are entering into this Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the Commission and its Project Delivery Council. The undersigned SPONSOR AGENCY certifies that the funding sources cited are committed and expected to be available. The SPONSOR AGENCY certifies the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

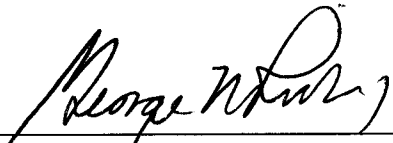
- 3.1** PARTIES agree to comply with the requirements of Government Code Section 8879.23(j)(1) and (2), as added by Proposition 1B, and Section 8879.63, as enacted through implementing legislation in 2007 (Senate Bill 88).
- 3.2** PARTIES agree to adhere to the provisions of Resolution GS1B-G-0708-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program Guidelines, adopted on April 9, 2008.
- 3.2** PARTIES agree to adhere to the provisions of Resolution GS1B-P-0809-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program of Projects, adopted on August 28, 2008.
- 3.3** PARTIES agree to adhere to the Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.4** SPONSOR AGENCY agrees to secure funds for any additional costs of the project. Changes to the funding commitments outlined in this agreement require an amendment.
- 3.5** SPONSOR AGENCY agrees, if any of the funding sources being applied for and then are denied, to add funding from other sources to replace the denied funding.

Changes to the funding commitments outlined in this agreement require an amendment.

- 3.6 PARTIES agree to report to the Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 PARTIES agree to maintain and make available to the Commission, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.8 The Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of CALTRANS, the SPONSOR AGENCY, and any sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

- 4.1 Exhibit A - Project Programming Request Form.
- 4.2 Exhibit B - Project Study Report/Project Study Report Equivalent.
- 4.3 Exhibit C - Project Benefits Form.
- 4.4 Other Project Specific Provisions and Conditions

 11/26/08

George U. Richmond Date
Chief Executive Officer
Alameda Corridor-East Construction Authority
SPONSOR AGENCY

Will Kempton Date
Director
California Department of Transportation

By signing below, the signatories indicate that local funding commitments as detailed on the Project Programming Request Form attached hereto as Exhibit A have been approved by the respective LOCAL FUNDING AGENCY.



Carol Inge 11-26-08

Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
LOCAL FUNDING AGENCY
Date

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.
County Counsel

Don Knabe

Name: **DON KNABE**
Title: **CHAIRMAN, BOARD OF SUPERVISORS**
County of Los Angeles
LOCAL FUNDING AGENCY
Date

By *[Signature]*

Deputy

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

David Perez

David Perez
Mayor
City of Industry
LOCAL FUNDING AGENCY
Date

25 JAN 13 2009

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER
HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA)
PROJECT BASELINE AGREEMENT
INSTRUCTIONS

1. Complete the information in the highlighted fields.
2. The General Provisions apply to all agreements. This section documents the SPONSOR AGENCY's commitment to the cost, schedule, scope, and benefits of the project. It also includes the reporting, record retention, and auditing requirements of the program. This section should not be edited.
3. SPONSOR AGENCY must include as attachments an updated Project Programming Request (PPR) Form (Exhibit A), the Project Study Report/Project Study Report Equivalent (Exhibit B), and the Project Benefits Form (Exhibit C).

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The Project Benefits Form and the PPR are available on the Commission's website at www.catc.ca.gov.

4. The Projects Programming Request Form documents the scope, schedule, cost, and benefits to be achieved by the project and will set the baseline for future reporting and accountability measurement. The benefits section should briefly summarize the expected benefits described in the Project Benefit Form, particularly as related to safety, operations, capacity, congestion reduction, and emissions reduction.
5. The Project Study Report/Project Study Report Equivalent is the scoping document for the project.
6. Other documents, such as MOUs, and funding commitments (Resolutions or Board Actions), may be referred to in the Specific Conditions and Provisions Sections and also included as attachments.
7. Section 4.4 "Other Project Specific Provisions and Conditions" – These project specific provisions and conditions may also include such things as deadlines for agreements with other agencies or entities, special funding requirements, provisions for the disposition of public assets on projects with private partners, commitments for public benefits, or description of private benefits. SPONSOR AGENCY may reference this information in the Specific Provisions and Conditions Section of the HRCSA project Baseline Agreement and attach the appropriate documents as part of the Project Baseline Agreement Submittal.
8. Funding Commitment. Each SPONSOR AGENCY must provide a local board action or resolution that commits all non-HRCSA funding identified in the PPR.

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

25

JAN 13 2009

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER



I hereby certify that pursuant to
Section 26103 of the Government Code,
delivery of this document has been made.

SACHI A. HAMAI
Executive Officer
Clerk of the Board of Directors

By *[Signature]*
Deputy

76925

23 JAN 13 2009

2008 Project Programming Request
(Project Information)

EXHIBIT A

General Instructions

					Date:	01/16/08
Caltrans District	EA	PPNO	MPO ID	TCRP No.		
07		LA990359				
County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element		
LA	UPRR LA Sub	ACE Construction Authority	SCAG			
Project Title						
Nogales Street Grade Separation						
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address		
22.4	22.9	Charles Tsang	(626) 962-9292	ctsang@theaceproject.org		
Location, Project Limits, Description, Scope of Work, Legislative Description						
Nogales Street traverses West Covina, City of Industry, and Rowland Heights and is a regional link to the SR-60. Gale Ave./Walnut Dr. N. is a primary east-west street spanning the City of Industry and portions of Los Angeles County. The proposed project would construct a six-lane roadway beneath the UPRR right-of-way and include the widening of a 1.7-mile segment of Gale Avenue-Walnut Drive N.						
Component	Implementing Agency		AB 3090	Letter of No Prejudice		
PA&ED	ACE Construction Authority					
PS&E	ACE Construction Authority					
Right of Way	ACE Construction Authority					
Construction	ACE Construction Authority					
Legislative Districts						
Assembly: 24			Senate: 58			
Congressional: 38						
Purpose and Need						
The project will provide congestion relief, reduce air pollutants by eliminating idling cars and trucks at the railroad crossing, cure a safety hazard, and abolish noise impacts from train horns. In 2020, average daily vehicular delays are estimated at 78 hours. The intersection of Nogales Street at Gale/Walnut functions at 110% of capacity (LOS H) and will be at 128% of capacity (LOS H) in 2030. The existing level of service in the project area is E/F (am/pm) and will degrade to LOS F/F (am/pm) with no project. Gale/Walnut is a major arterial often used as an alternate route to the SR-60. The 1.7-mile long segment of Gale Avenue-Walnut Drive proposed for widening is the only remaining portion with one lane operation in each direction.						
Project Benefits						
With the constructed project, the year 2030 LOS in the project area is projected to improve to B/B (am/pm) due to the elimination of train delays and the widening of the intersection. The roadway underpass would reduce noise impacts by a projected 50% to 60% by eliminating the need for train horns and creating effective noise attenuation through the depressed roadway. The project will increase access of public safety vehicles. It would also help reduce the risk of accident conditions by providing separation between public roadways and an operational freight and passenger rail line.						
Project Milestone						Date
Project Study Report Equivalent Approved						Jan-2007
Begin Environmental (PA&ED) Phase						Jul-2003
Circulate Draft Environmental Document (IS/EA)				Document Type	N/A	Nov-2008
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						Jan-2009
Begin Design (PS&E) Phase						Aug-2003
End Design Phase (Ready to List for Advertisement Milestone)						Sep-2009
Begin Right of Way Phase						Jan-2009
End Right of Way Phase (Right of Way Certification Milestone)						Nov-2009
Begin Construction Phase (Contract Award Milestone)						Mar-2010
End Construction Phase (Construction Contract Acceptance Milestone)						Mar-2013
Begin Closeout Phase						Apr-2013
End Closeout Phase (Closeout Report)						Sep-2013



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/18/08

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	07-933107L
Project Title: Nogales Street (L.A. Subdivision) grade Separation Project				

Nogales Street (L. A. Subdivision) Grade Separation Project Total Project Cost									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	1,500	0	0	0	0	0	1,500	
PS&E	1,200	3,092	233	0	0	0	0	4,525	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	18,538	0	0	0	0	18,538	
CON	0	0	5,100	20,857	21,281	12,248	0	59,486	
TOTAL	1,200	4,592	23,871	20,857	21,281	12,248	0	84,049	

Fund No. 1:	HRCSA								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			4,600	10,800	10,200			25,600	
TOTAL	0	0	4,600	10,800	10,200	0	0	25,600	

Fund No. 2:	MTA Call for Projects								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	233	0	0	0	0	233	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	5,945	0	0	0	0	5,945	
CON	0	0	0	3,842	6,581	12,248	0	22,671	
TOTAL	0	0	6,178	3,842	6,581	12,248	0	28,849	Fully Committed
Proposed Funding									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	233	0	0	0	0	233	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	5,945	0	0	0	0	5,945	
CON	0	0	0	3,842	6,581	12,248	0	22,671	
TOTAL	0	0	6,178	3,842	6,581	12,248	0	28,849	Fully Committed

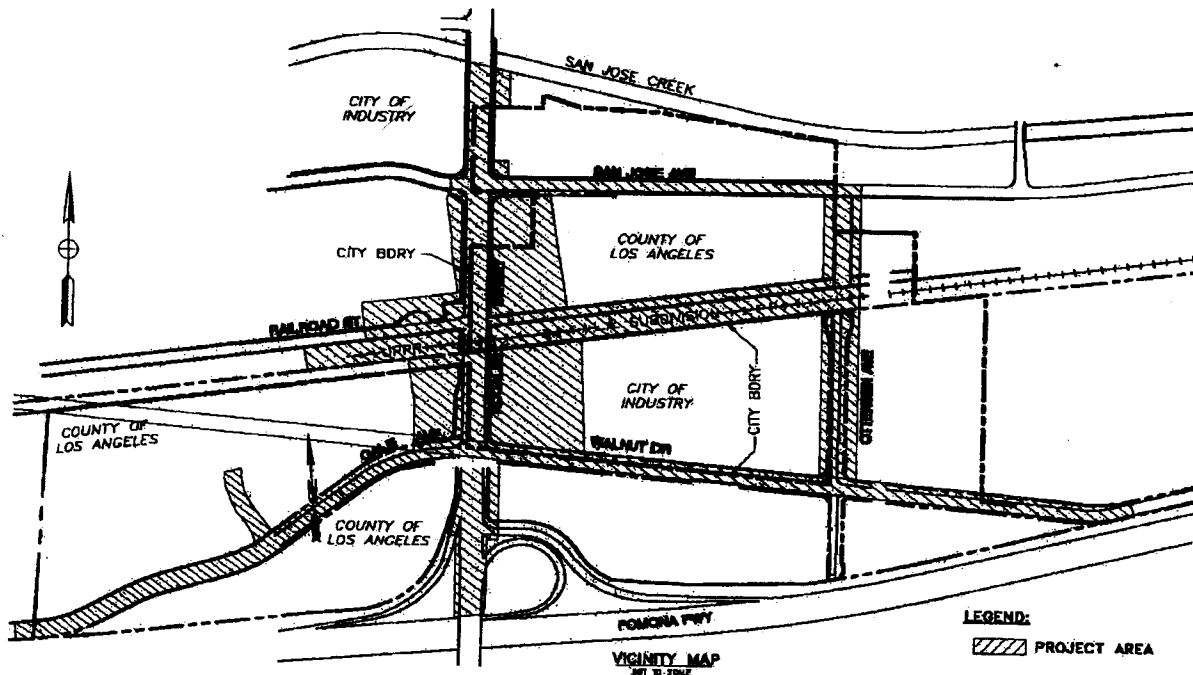
Fund No. 3:	TEA-21								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	1,200	932	0	0	0	0	0	2,132	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	3,868	0	0	0	0	3,868	
CON	0	0	0	0	0	0	0	0	
TOTAL	1,200	932	3,868	0	0	0	0	6,000	Fully Committed
Proposed Funding									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	1,200	932	0	0	0	0	0	2,132	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	3,868	0	0	0	0	3,868	
CON	0	0	0	0	0	0	0	0	
TOTAL	1,200	932	3,868	0	0	0	0	6,000	Fully Committed

Fund No. 4:	City of Industry								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	750	0	0	0	0	0	750	
PS&E	0	1,080	0	0	0	0	0	1,080	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	6,555	0	0	0	0	6,555	
CON	0	0	0	1,215	0	0	0	1,215	
TOTAL	0	1,830	6,555	1,215	0	0	0	9,600	Fully Committed
Proposed Funding									Notes
E&P (PA&ED)	0	1,500	0	0	0	0	0	1,500	
PS&E	0	2,160	0	0	0	0	0	2,160	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	4,725	0	0	0	0	4,725	
CON	0	0	0	1,215	0	0	0	1,215	
TOTAL	0	3,660	4,725	1,215	0	0	0	9,600	Fully Committed

Fund No. 5:	LACDPW								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0		0	0	0	0	0	0	
PS&E	0		0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	4,000	0	0	0	0	4,000	
CON	0	0		4,000	4,000		0	8,000	
TOTAL	0	0	4,000	4,000	4,000	0	0	12,000	Fully Committed
Proposed Funding									Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	4,000	0	0	0	0	4,000	
CON	0	0	0	4,000	4,000	0	0	8,000	
TOTAL	0	0	4,000	4,000	4,000	0	0	12,000	Fully Committed

Fund No. 6:	UPRR								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			500	1,000	500			2,000	
TOTAL	0	0	500	1,000	500	0	0	2,000	

PROJECT STUDY REPORT EQUIVALENT



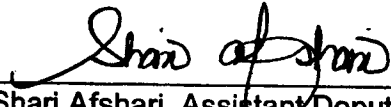
Nogales Street Grade Separation (L.A. Subdivision)

From SR-60 to San Jose Avenue

CPUC ID: 3-22.4

DOT ID: 811479J

Approved by County of Los Angeles Department of Public Works:


Shari Afshari, Assistant Deputy Director of Public Works

1-25-07

Date

This Project Study Report Equivalent has been prepared under the direction of the following registered civil engineer. The registered engineer attests to the technical information contained therein and the engineering data upon which the recommendations, conclusions, and decisions are based.


Patrick L. Somerville, P.E.

1/25/07
Date



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ATTACHMENT A: STIP FACT SHEET

ATTACHMENT B: FINANCIAL PLAN

ATTACHMENT C: COST ESTIMATE

ATTACHMENT D: PLAN, PROFILE & TYPICAL SECTIONS

ATTACHMENT E: RIGHT-OF-WAY IMPACT MAPS

ATTACHMENT F: LETTER OF SUPPORT, CITY OF INDUSTRY

1. PROJECT DESCRIPTION

The County of Los Angeles Department of Public Works (LACDPW) in coordination with the City of Industry proposes to relieve traffic delays and increase safety by constructing a grade separation at the intersection of Nogales Street and the Union Pacific Railroad (UPRR) Los Angeles Subdivision tracks. Nogales Street is currently ranked No. 10 on the California Public Utilities Commission priority list for grade separations. The project is located on Nogales Street from the SR-60 Freeway to the San Jose Creek (0.5 miles) in the unincorporated portion County of Los Angeles and in the City of Industry. The Nogales Street roadway will be lowered under the UPRR tracks from Gale Avenue to San Jose Avenue. Nogales Street will be widened at the intersection of Gale/Walnut to accommodate dual-left turn lanes. In addition, Gale Avenue and Walnut Drive will be widened up to 20-feet to accommodate two lanes in each direction and a continuous two-way left turn lane. Project limit is 1,900-ft west of Nogales Street on Gale Avenue and 2,600-ft east of Nogales Street on Walnut Drive (0.9 miles total). This is the last remaining segment on Gale Avenue and Walnut Drive that has not been improved to two lanes in each direction.

Nogales Street is a fully improved major arterial highway with three lanes in each direction and a raised median island. Nogales Street is intersected by Gale Avenue/Walnut Drive (Gale/Walnut) to the south, the UPRR tracks, Railroad Street at a tee intersection and San Jose Avenue to the north. Railroad Street will remain at grade and be reconfigured into a cul-de-sac with no connection to Nogales Street. Gale/Walnut is a secondary highway currently with one lane in each direction within the project limits and is not fully improved with curb and gutter.

The surrounding land use consists of commercial/industrial businesses, retail, and gas stations. There are several access points for the businesses on Nogales Street that will be impacted by the lowering of the roadway. In addition, on-site parking will be impacted due to the widening of Gale/Walnut.

The proposed improvements call for the construction of a railroad bridge and retaining walls to allow Nogales Street to be lowered 24-feet under the existing two UPRR tracks, with roadway, drainage, utility, signal, lighting and landscaping improvements. Additional street improvements include concrete pavement, widening at the Nogales at Gale/Walnut intersection and widening improvements on Gale/Walnut. Shoofly tracks will be constructed matching existing mainline speed to temporarily reroute trains to the north to clear the construction of the bridge. Nogales Street will be closed during construction due to right-of-way constraints which prohibit the use of a detour road. Traffic will be routed around the project site using the widened Gale/Walnut to Fairway Avenue to the east and Fullerton Road to the west.

2. NEED AND PURPOSE

The City of Industry is one of the largest geographic cities in Los Angeles County and is nearly fully developed and many of the City's arterials have an unacceptable level of service (LOS), in which trucks are a considerable part. A major component of the City's traffic circulation patterns is railroad operations due to the presence of two major railroad corridors that include both the UPRR Alhambra and Los Angeles Subdivisions.

As stated, traffic in this area is heavy as Nogales Street is the region's main north-south arterial which traverses various cities and communities, including West Covina, City of Industry, and Rowland Heights. In addition, Nogales Street provides a direct regional link to the SR-60 (Pomona Freeway) at the south end of the Project site.

Gale/Walnut is a primary east-west arterial street nearly spanning the entire City of Industry and portions of unincorporated Los Angeles County, running immediately north of and paralleling the SR-60 Freeway. During periods of heavy congestion on the freeway, Gale/Walnut is utilized as an alternative route. It also functions as a bypass when Nogales Street is blocked by the UPRR trains, bringing motorists to Fullerton Road or Fairway Drive.

Nogales Street carries approximately 45,000 vehicles per day, and Gale/Walnut Avenue carries approximately 20,000 vehicles per day. A total of 50 trains use the UPRR LA Subdivision tracks daily and this volume will continue to increase. It is estimated that in 2020, average daily vehicular delays will approach 78 hours.

The intersection of Nogales Street at Gale/Walnut current functions at 110% of capacity (LOS H) and at 128% of capacity (LOS H) at the project 2030 volume. With the proposed project, the intersection will be at 78% of capacity (LOS D) with the projected 2030 volumes.

Further analysis, encompassing the entire project study area, including Nogales Street, San Jose Avenue, Railroad Street, Gale Avenue and Walnut Drive shows that nearly 70,000 vehicles currently pass through the project study area with a projected increase to 115,000 vehicles in 2030. Level of service is E/F (am/pm) for the existing condition with peak hour volumes of 5370/5296 (am/pm), and will degrade to LOS F/F (am/pm) with peak hour volume of 6919/6854 (am/pm) in 2030 with no project. With the constructed project, the year 2030 LOS improved to B/B (am/pm) due to the elimination of the traffic delay and the widening of the intersection.

This grade separation and roadway widening will improve safety and traffic circulation by eliminating the at-grade crossing. The widening of Gale/Walnut will increase capacity and circulation for the east-west corridor. The project will provide congestion relief, volume of air pollutants reduced by the elimination of idling cars at the railroad crossing, cure a safety hazard, and noise impacts from train horns eliminated.

3. BACKGROUND AND PROJECT HISTORY

Increases in vehicle and rail freight traffic in the Los Angeles region have significantly impacted the potential for traffic delay and associated accidents at railroad grade crossings throughout the San Gabriel Valley over the last decade. The train traffic through the San Gabriel Valley will continue to increase due to the expected regional and national economic growth, with a higher volume of trains from the Ports of Long Beach and Los Angeles through the Alameda Corridor. Vehicular traffic is expected to increase by over 20% percent in this segment of the San Gabriel Valley through 2030. As a result of these trends, crossing gate blockage time is expected to increase which will increase vehicle delay by 300 percent for the 55 railroad grade crossings in the San Gabriel Valley.

In response to these anticipated future conditions, the San Gabriel Valley Council of Governments (SGVCOG) adopted the Alameda Corridor-East Program, "Jump Start" program, and various grade separations, including Nogales Street Grade Separation Project. These improvements are located along both of the UPRR lines in the San Gabriel Valley between downtown Los Angeles and the Los Angeles County line.

The Nogales Street Grade Separation is one of the identified projects resulting from studies to develop the purpose and need for improvements to San Gabriel Valley grade crossings. The County of Los Angeles has taken the lead in administering the project, with the full support of the city of Industry.

The project design, including plans, specifications, and estimates is 90% complete and is awaiting the completion of the environmental document. The environmental document is programmed to be an Initial Study/Environmental Assessment (IS/EA). The screencheck draft of the IS/EA has been completed and work is progressing towards completing the technical studies and the draft IS/EA.

4. ANALYSIS OF ALTERNATIVES

The primary design objective for this project is to eliminate the conflicts associated with the at-grade crossing, and therefore increasing safety while eliminating traffic delays at this due to future increases in rail and vehicular traffic.

Design Constraints

- The horizontal alignment for the railroad tracks will remain as it exists today.
- There will be no change to the railroad right-of-way.
- Railroad shoofly will be constructed to match existing track speeds to avoid delays to freight and passenger trains.

-
- Cost – As the project footprint increases, costs for right-of-way acquisition and additional construction costs would increase.

Design Criteria

- Design speed for Nogales Street: 40 mph.
- Design speed for the UPRR mainline tracks:
 - Passenger: 79 mph
 - Freight: 65 mph (Industry Track: 10 mph)
- Length of vertical curves based on Caltrans criteria.
- 5% maximum street grade, 2% minimum cross slope.
- 50 year design storm interval.

Design Alternatives Withdrawn from Consideration

The following alternatives were evaluated at the Value Engineering sessions and were withdrawn from further consideration due to not resolving the issues, feasibility and/or costs:

- No Build – Traffic circulation and delays currently operates at a unsatisfactory level and will worsen significantly without the proposed improvements.
- Undercrossing - Lowering of the UPRR tracks under the existing profile of Nogales Street. Impacts including loss of industry siding tracks, cost implications, as well as groundwater concerns,
- Overcrossing – Raising the UPRR tracks over the existing profile of Nogales Street. Impacts including loss of industry siding tracks, environmental (aesthetic & noise), and cost implications.
- Overpass – Raising the Nogales Street profile over the existing UPRR tracks. Impacts included significant modifications to cross streets, increase in project length in comparison to underpass, loss of access to adjacent properties on Nogales Street and cross streets and environmental (aesthetic & noise).

Preferred Alternative

The preferred alternative was determined to be an underpass, lowering Nogales Street under the existing UPRR tracks. Project plan, profile, and typical sections are included in Attachment D. Specifics include:

Horizontal Alignments

- Nogales Street: No change in the horizontal alignment considered at this time other than widening to provide dual-left turning movements at intersection of Gale/Walnut.
- Railroad Street: No change in the horizontal alignment, street will now terminate with a cul-de-sac, with no connection to Nogales.
- Gale/Walnut: Widen to accommodate two lanes in each direction, provide dual-left turn lanes at Nogales intersection.
- UPRR Tracks: No change in the horizontal alignment. Both existing mainline tracks will remain at 15' track centers, with mainline Track 1 (northerly track) located at the center of the UPRR R/W. Future Track 3 would be offset to the north.

Vertical Alignments

- Nogales Street: 16' Minimum vertical clearance with assumed 6' structure depth from top of rail to bridge soffit.
- Railroad Street: No change in the vertical alignment.
- UPRR Tracks: No change in vertical alignment.

Bridge Structure

After initial design alternatives were presented and discussed with the Project Development Team, two structure type alternatives were selected for the Advance Planning Studies:

- 1) Precast concrete box girders
- 2) Concrete deck on Steel I-beam girder

Alternative 1 was selected by the County of Los Angeles and city of Industry as the preferred alternative primarily for aesthetic and maintenance purposes. UPRR has concurred with this selection.

The railroad bridge will be designed to accommodate future track conditions. As stated, the existing horizontal track alignments (15' track centers) will be

maintained at the completion of this project. The bridge is designed so that the south mainline track may be shifted to provide 20' centers on the bridge per UPRR requirements, and that the future third mainline track will be constructed 20' to the north of the two existing tracks. The ultimate condition will be three UPRR tracks at 20' track centers, centered in the existing UPRR R/W.

As part of this project, the bridge substructure will be constructed to accommodate the future expansion to the north for the new track. The bridge superstructure will be constructed to accommodate only the two existing mainline tracks. In the future, when the UPRR constructs the third mainline track, the only bridge modification necessary will be the installation of the superstructure for the new track, and that construction would not impact vehicular traffic.

Drainage

Impacts will occur to the existing drainage facilities, including the required relocation of the double 10-ft wide by 11-ft high reinforced concrete box culvert. This facility will be shifted northerly and reconfigured to clear the proposed roadway. Existing storm drain pipes will be relocated outside the existing right-of-way to convey existing flows around the project site. A new drainage system will be constructed in the lowered roadway segment and a pump station constructed to discharge this storm water flow into the relocated box culvert. Other minor storm drain modifications will be required to widen Gale/Walnut and are limited to the relocation of existing catch basins and extending lateral pipes.

Utilities

Existing utilities located within the lowered section of Nogales and within the widening section of Gale/Walnut will require relocation. Impacted utilities include:

- County Sanitation District of Los Angeles: 42-inch sewer main
- County of Los Angeles Consolidated Sewer: 8-inch sewer main
- Rowland Water District: 12-inch and 18-inch water mains
- Southern California Edison: Aerial and underground distribution and transmission facilities on Nogales, Gale, and Walnut
- Southern California Gas: 8-inch gas main
- Walnut Valley Water District: 18-inch water main
- Verizon Telephone: Underground facilities on Nogales, Gale and Walnut

Miscellaneous services, including domestic water, fire protection, and gas service to adjacent properties will require relocation due to the construction. Service will be maintained at all times.

Property Access

Due to the lowering of the roadway, access to the adjacent properties cannot be provided from Nogales Street due to the vertical difference in grade and maximum slope allowed for driveways. With the exception of the retail center/grocery store (northwest corner of Nogales/Gale) and a commercial property (southeast corner of Nogales/San Jose), all other properties on Nogales between Gale/Walnut and San Jose will be required to use alternative means of access or will be required to relocate. The widening of Gale/Walnut will not eliminate any access points for the properties.

Access impacts on Nogales Street include:

- West side of Nogales, Gale Avenue to Railroad Street:

A large retail/grocery store property and a gas station currently have three access driveways on Nogales Street. The project will eliminate two driveways to the gas station, and reconfigure the main access to the retail/commercial property as in ingress only.

- West side of Nogales, Railroad Street to San Jose

Two commercial/industrial properties abut the project however neither have direct access to Nogales Street, instead access is from Railroad Street or San Jose Avenue. Therefore there are no impacts to access to these properties.

- East side of Nogales, Walnut Drive to UPRR R/W:

A fast food establishment existed on the corner of Nogales and Walnut, however this has since closed and the city of Industry has purchased this property. A single egress only driveway existed on this property and it will be eliminated with this project. Immediately adjacent is a Southern California Edison electrical substation. The sole access point is from Nogales and will be eliminated with the project. It is proposed that an easement across the corner property be granted to maintain access.

- East side of Nogales, UPRR R/W to San Jose Avenue:

Two properties exist in this quadrant and contain three separate businesses with three access points. The two southerly access points to the recycling center and auto body shop cannot be maintained due to the elevation change in the roadway. The northerly driveway to the commercial property will be reestablished.

Right of Way

The Project will require right-of-way acquisition in the form of fee acquisitions, various easements for slope, utilities or footings, and temporary construction easements. Additional damages will also occur such as loss of parking or driveways. The right-of-way impact maps are included in Attachment E.

It is anticipated that three properties will require a full acquisition:

- Northwest Corner of Nogales/Gale: Currently a Mobil Gas station exists on the corner. Due to the change in elevations of the roadway coupled with the widening of both Nogales and Gale for the intersection improvements, the gas station will lose direct access from both streets as well as significantly impacting the on-site circulation.
- East side of Nogales, UPRR R/W to San Jose Avenue: Two properties in this quadrant are impacted. One parcel contains two businesses, a recycling center and an auto body shop. Due to the close proximity to the UPRR R/W, the proposed street elevation will be significantly lower and will sever access to these properties, rendering them land-locked. The second parcel, at San Jose, contains a commercial building which is impacted by the relocation of the large drainage box culvert, and will require a full acquisition. It is anticipated that these two parcels will be consolidated into a single parcel with access from San Jose and sold at the conclusion of the project.

Following is a summary of right-of-way impacts on this project:

Fee Acquisition (Full Take)	3	121,800
Fee Acquisition (Partial Take)	25	68,600
Easements (Slope, Utility, Footing)	8	52,600
Temporary Construction Easement	30	125,000

Project Cost

Total project cost is estimated at \$70,250,000. A breakdown of costs, including construction, right-of-way, and administration has been prepared and is included in Attachment C of this report.

5. SYSTEM PLANNING

This project is planned to meet the Southern California Association of Governments (SCAG) "Regional Transportation Plan" (RTP). The RTP provides a framework for transportation projects to meet mobility goals and demonstrate air quality conformity, and identifies the region's limited remaining ability to expand the existing highway system to meet the transportation needs. This project provides significant improvement towards this goal.

The project also meets the needs outlined by the Metropolitan Transportation Authority (MTA). The MTA's Long Range Transportation Plan (LRTP) identifies the need to increase system capacity through projects such as this. As previously stated, this project provides a significant improvement in regional circulation by improving the capacity and eliminating the significant delays caused by the trains.

6. ENVIRONMENTAL CLEARANCE

The County of Los Angeles Department of Public Works is currently preparing an Initial Study /Environmental Assessment (IS/EA). On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

- The elimination of the existing at-grade rail crossing, the Project will improve area noise and vehicular safety and reduce vehicular air emissions.
- There are no properties within the Project limits eligible for listing on the National Register of Historical Places or the California Register of Historical Resources.
- Project will reduce the risk of upset or accidents by providing a grade separation between public roadways and an operating rail line
- The Project vicinity is developed and does not include habitat for any species identified as a sensitive, special status, or candidate species.

Any mitigation measures, such as dust and noise control, determined by the IS/EA will be included in the contract documents and monitored during construction.

7. HAZARDOUS MATERIAL WASTE

A Phase I Environmental Site Assessment (ESA) was conducted to evaluate the potential for contamination within the proposed excavation areas of the project. A limited Phase II Investigation was also performed. The findings include:

- Aerially deposited lead was found at levels less than regulatory action limits.
 - Pesticides from the early agricultural use in the project area were not detected in near surface samples.
-

- Gasoline releases from underground storage tanks had previously been reported however impacted soil at each of these properties is noted as having been remediated.
- A leaking underground tank was reported at a plating company. Lead-containing material was released into the adjoining soil, but was indicated as a relatively limited release and is not expected to impact the excavation for the project.

8. FUNDING SOURCE/SCHEDULING

The proposed funding sources for the project will be a combination of Federal, County and City Funds.

The following scheduled is proposed for programming purposes:

Project Milestones

A	Start Environmental Studies	6/2005
B	Draft Environmental Document	12/2007
C	Final Environmental Document	6/2008
D	Begin Design Engineering	3/2004
E	Completion of PS &E	7/2008
F	Start R/W Acquisition	7/2008
G	R/W Certification	6/2009
H	Ready to Advertise	8/2009
I	Start Construction (Contract award)	12/2009
J	Project Completion.....	12/2011

9. PROJECT PROGRAMMING AND FUNDING

This project is not yet programmed

PROGRAMMING DATA

FTIP (MPO/RTPA) _____ FY _____ \$ Programmed _____ Page _____

Amendment No. _____ FTIP PPNO _____ FHWA/FTA Approval Date _____

Call for Projects Identification Number: _____

Federal Funds \$ _____ Phases PE _____ R/W _____ Const _____

Air Basin _____ (CMAQ only)

10. RECOMMENDATION

The Los Angeles County Department of Public Works and city of Industry participated in and reviewed the project alternatives for the Nogales Street Grade Separation, have determined that the preferred alternative is the best solution to address the project issues, and have concurred with the preferred alternative. A copy of the City of Industry letter of support is included as Attachment F.

ATTACHMENT A -

STIP FACT SHEET

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Project Nomination Sheet (Page A-1) Reformatted - 07/22/2005

Project Information						Fact Sheet Date:		
County	Caltrans District	PPNO *	EA *	Region/MPO/TIP ID*	Element	Route / Corridor *	PM / KP Back *	PM / KP Ahead *
Los Angeles	7						PM: KP:	PM: KP:
Legislative Districts:		Senate: 24 Assembly: 58		Congressional: 38				
Project Sponsor:		County of Los Angeles						
Implementing Agency: (by component)		PA&ED: County of Los Angeles		AB 3090? <input type="checkbox"/>	PS&E: County of Los Angeles		AB 3090? <input type="checkbox"/>	
		R/W: County of Los Angeles		AB 3090? <input type="checkbox"/>	CON: County of Los Angeles		AB 3090? <input type="checkbox"/>	
Project Title:		Nogales Street Grade Separation						

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & PM/KP Back/Ahead used for State Highway System and Intercity Rail projects.

Location - Project Limits - Description and Scope of Work - (brief) (State/Region and Area Specific Maps to be included below)

The Nogales Street Grade Separation project is located within the jurisdictions of the County of Los Angeles and city of Industry. The project would eliminate the at-grade crossing of Nogales Street at the Union Pacific Railroad Los Angeles Subdivision by lowering the roadway (0.5mi) under the existing tracks. Work will include roadway improvements, bridge and retaining walls, drainage and utility improvements shoofly tracks, widening of Nogales intersection of Gale/Walnut, widening of Gale/Walnut (0.9mi). Right-of-way acquisitions are required for the construction of the project.

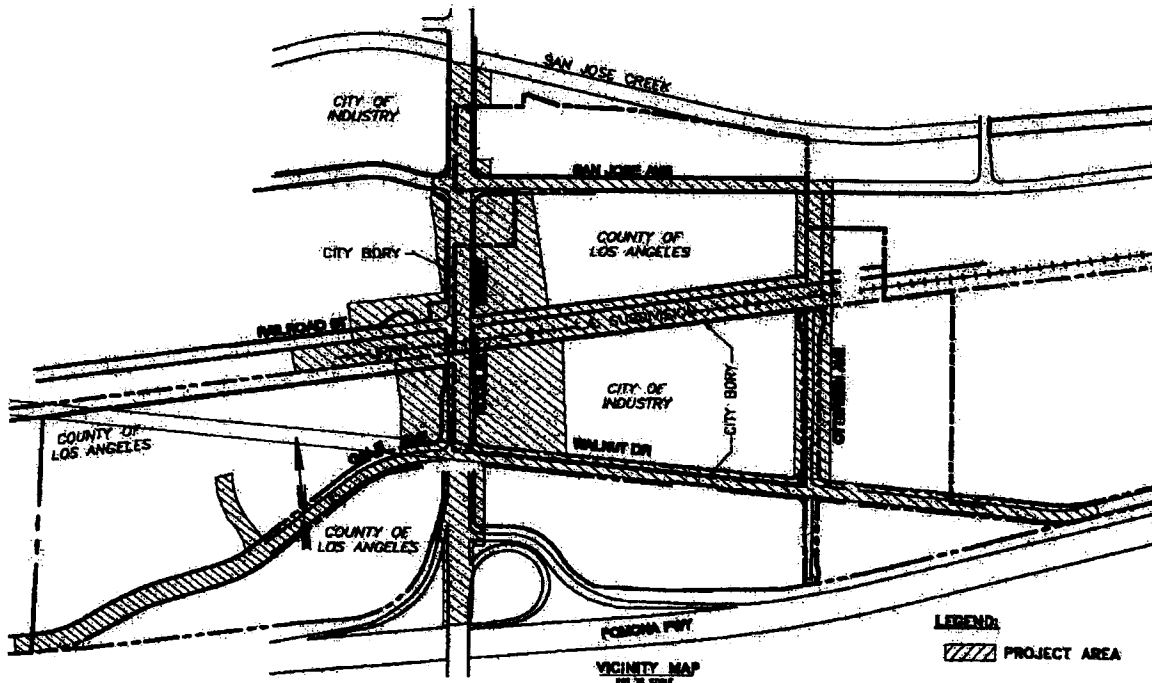
Transportation Problem to be Addressed by Project and Description of Project Benefits - (brief)

The project will improve safety by eliminating the at-grade crossing with the railroad tracks, relieve congestion and improve circulation by eliminating the delays from the trains blocking the major arterial street, intersection improvements, and additional street widening on the major cross street.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need' - (brief)

Federal Demonstration monies, State Grade Separation monies, and local monies from the County of Los Angeles and City of Industry are being used to fund portions of this project.

Requesting State-Only Funds? No			
Project Milestones	Date	Doc. Type	Date
Project Study Report (PSR) Complete:		Scheduled Circulation of Draft Environmental Document:	IS/EA 12/01/07
Project Manager (Person responsible for delivering the project within cost, scope and schedule)			
Name: Maged El-Rabaa	Agency: County of Los Angeles	Phone: (626) 458-3943	
Project Location Maps - Location Map of Project in State/Region, and Area Specific Map			



NOTE: The CTC STIP Guidelines should have been read and understood prior to preparation of the STIP Fact Sheet, with particular attention to Sections 37 - 62. A copy of the CTC STIP Guidelines and a template of the Project Nomination Sheets are available at: <http://www.doL.ca.gov/hq/transprog/STIP2006/stip2006.htm>

ATTACHMENT B -

FINANCIAL PLAN

CALL FOR PROJECTS 2007

PART II

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2007 CALL FOR PROJECTS

Project Title: Nogales Street (LA Subdivision) Grade Separation Project
Project Sponsor: Los Angeles County Department of Public Works

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2006-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT EXPENSES*	Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	Total (\$000)
CAPITAL EXPENSES							
1 Design and PS&E	2,500	500	0	0	0	0	\$3,000
2 Construction	0	0	0	12,194	20,904	10,452	\$43,550
3 Construction Engineering	0	0	0	2,439	4,181	2,090	\$8,710
4 Right-of-Way Acquisition or Lease	0	0	11,992	2,998	0	0	\$14,990
5 Equipment Purchase or Lease (e.g. computer)	0	0	0	0	0	0	\$0
6 Vehicle Purchase or Lease	0	0	0	0	0	0	\$0
OPERATING EXPENSES							
7 Administration/Management	0	0	0	0	0	0	0
8 Operating Costs	0	0	0	0	0	0	\$0
9 Maintenance	0	0	0	0	0	0	\$0
10 Marketing	0	0	0	0	0	0	\$0
OTHER EXPENSES (specify)							
11	0	0	0	0	0	0	\$0
12	0	0	0	0	0	0	\$0
13	0	0	0	0	0	0	\$0
14	0	0	0	0	0	0	\$0
15	0	0	0	0	0	0	\$0
16	0	0	0	0	0	0	\$0
17 TOTAL PROJECT EXPENSES	\$2,500	\$500	\$11,992	\$17,631	\$25,085	\$12,542	\$70,250

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects. Project management/administration expenses are capped at a maximum of 10% of total project cost.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

CALL FOR PROJECTS 2007

PART II

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2007 CALL FOR PROJECTS

Project Title: **Nogales Street (LA Subdivision) Grade Separation Project**
Project Sponsor: **Los Angeles County Department of Public Works**

1. PROJECT FUNDING SOURCES

(OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2006-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

ALL EXISTING PROJECT FUNDING SOURCES *		Indicate if	Prior Years	FY	FY	FY	FY	FY	FY	FY	TOTAL
(OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJ		Committed or Uncommitted	(\$000)	2007-08 (\$000)	2008-09 (\$000)	2009-10 (\$000)	2010-11 (\$000)	2011-12 (\$000)			(\$000)
FEDERAL MONETARY (specify)											
18	Demonstration	Committed	6,588	Prior Years 0	0	0	0	0	0	0	\$6,588
19			0	0	0	0	0	0	0	0	\$0
20			0	0	0	0	0	0	0	0	\$0
STATE MONETARY (specify)											
21	Grade Separation Fund	Committed	0	0	0	5,000	0	0	0	0	\$5,000
22			0	0	0	0	0	0	0	0	\$0
23			0	0	0	0	0	0	0	0	\$0
LOCAL MONETARY (specify)											
24	County of Los Angeles	Committed	0	0	2,400	600	0	0	0	0	\$3,000
25	City of Industry	Committed	0	0	2,400	600	0	0	0	0	\$3,000
26	Additional Match	Committed	0	0	0	3,500	3,500	0	0	0	\$7,000
27			0	0	0	0	0	0	0	0	\$0
IN-KIND (specify)											
28			0	0	0	0	0	0	0	0	\$0
29			0	0	0	0	0	0	0	0	\$0
30			0	0	0	0	0	0	0	0	\$0
31			0	0	0	0	0	0	0	0	\$0
OTHER (specify)											
32			0	0	0	0	0	0	0	0	\$0
33			0	0	0	0	0	0	0	0	\$0
34	TOTAL EXISTING FUNDING SOURCES AND LOCAL MATCH**		\$6,588	\$0	\$4,400	\$9,700	\$3,500	\$0	\$0	\$0	\$24,188
(OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS)											

* List only funding for expenses to be incurred in the completion of the Scope of Work of the project for which you are applying for funding. Do not include funding obtained in previous METRO Call for Projects. Funding categories are not applicable for all projects.

** Any project sponsor monies spent on environmental document preparation, and/or preliminary engineering, and which is being considered as contribution to the 20% Local Match requirement, will be required to submit additional hard match if awarded federal and state funding in future years.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2007 CALL FOR PROJECTS

Project Title: Nogales Street (LA Subdivision) Grade Separation Project

Project Sponsor: Los Angeles County Department of Public Works

1. PROJECT FINANCIAL SUMMARY

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2008-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT FINANCIAL SUMMARY	Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	TOTAL (\$000)
35 Total Project Expenses (Line 17)	2,500	500	11,992	17,631	25,085	12,542	\$70250
36 Total Existing Funding Sources and Local Match (Line 34)* [OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]	6,588	0	4,800	9,700	3,500	0	\$24588
37 Total Project Funding Shortfall (Line 36 minus Line 35) [There must be a shortfall for a project to be eligible for funding under this Call for Projects]	(4,088)	500	7,192	7,931	21,585	12,542	\$45662

PROJECT FUNDING REQUEST

	Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	TOTAL (\$000)
38 TOTAL PROJECT FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS [THIS IS THE AMOUNT REQUIRED TO OFFSET THE SHORTFALL ON LINE 37 FOR WHICH FUNDING IS REQUESTED. DO NOT SPECIFY FUNDING SOURCE]	\$0	\$0	\$3604	\$7931	\$21585	\$12542	\$45662

* Any project sponsor monies spent on environmental document preparation, and/or preliminary engineering, and which is being considered as contribution to the 20% Local Match requirement, will be required to submit additional hard match if awarded federal and state funding in future years.

ATTACHMENT C - COST ESTIMATE

Transportation Problem: Relieve congestion, improve circulation and safety by eliminating the at-grade crossing and widening adjacent roadways.

Project Scope:

Route-Location: Proposed Nogales Street Grade Separation
Unincorporated Los Angeles County and City of Industry, CA

Limits: Nogales Street from SR-60 Freeway to San Jose Avenue
Gale/Walnut from 1900-ft west to 2600-ft east of Nogales Street

Description: Construct roadway improvements, railroad bridge and retaining walls to allow Nogales Street to pass under the existing two UPRR tracks to eliminate an at grade railroad crossing. Widen adjacent roadways to further ease congestion.

Special Conditions: None

Will Overtime be required? No

Project Component Costs: (in \$1000, FY07 Dollars)

	<u>METRO REQUESTED \$</u>	<u>TOTAL\$</u>
Design Eng & Environmental	\$0	\$3,000
R/W (w/20% contingency)	\$11,400	\$14,990
Construction (w/ 20% contingency)	\$28,462	\$43,550
Construction Management & Admin (20%)	\$5,800	\$8,710
TOTAL	\$45,662	\$70,250

Proposed Schedule

Month/Year

Start Environmental Studies	6/2005
Draft Environmental Document	12/2007
Final Environmental Document	6/2008
Begin Design Engineering	3/2004
Completion of PS & E	7/2008
Start R/W Acquisition	7/2008
R/W Certification	6/2009
Ready to Advertise	8/2009
Start Construction (Contract award)	12/2009
Project Completion	12/2011

Responsible Agency: Los Angeles County Department of Public Works

Contact Person: Maged El-Rabaa
County of Los Angeles
900 South Fremont Street, 11th Floor
Alhambra, CA 91803
(626) 458-3943

**Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)**

PROJECT DESCRIPTION

Limits	Nogales Street - SR-60 Freeway to San Jose Avenue (2,600-ft) Gale Avenue - Nogales to 1,900-ft west of Nogales Walnut - Nogales to 2,600-ft east of Nogales
Proposed Improvement (Scope)	Construction of a grade separation to lower Nogales Street under the UPRR tracks. Work includes street improvements, bridge, retaining walls, drainage, utilities, signal and lighting.
Alternative	Preferred

ROADWAY ITEMS	\$	26,150,000
STRUCTURE ITEMS	\$	17,400,000
SUBTOTAL CONSTRUCTION COSTS	\$	43,550,000
RIGHT OF WAY	\$	14,990,000
SUBTOTAL CONSTRUCTION & RIGHT OF WAY COSTS	\$	58,540,000
DESIGN & ENVIRONMENTAL SERVICES	\$	3,000,000
CONST MANAGEMENT & ADMINISTRATION (20%)	\$	8,710,000
TOTAL PROJECT COST	\$	70,250,000

Approved by Project
Manager



Date 1/24/2007

Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)

I. ROADWAY ITEMS

Section 1 - Earthwork

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Unclassified Excavation	83,500	CY	\$ 25	\$ 2,087,500	
Unclassified Fill	23,400	CY	\$ 15	\$ 351,000	
Concrete Removal	3,750	CY	\$ 100	\$ 375,000	
AC Removal (Assume 6")	1,900	CY	\$ 30	\$ 57,000	
Clearing and Grubbing	1	LS	\$ 500,000	\$ 500,000	
Total Earthwork					\$ 3,370,500

Section 2 - Structural Section

PCC Pavement	6,250	CY	\$ 210	\$ 1,312,500	
Crushed Aggregate Base	10,500	CY	\$ 55	\$ 577,500	
AC Pavement	6,750	TON	\$ 85	\$ 573,750	
Lean Concrete Base	5,000	CY	\$ 175	\$ 875,000	
Concrete Sidewalk	60,700	SF	\$ 7	\$ 424,900	
PCC Curb and Gutter	13,850	LF	\$ 30	\$ 415,500	
PCC Curb	3,050	LF	\$ 25	\$ 76,250	
Stamped Colored Concrete 4" thick	6,730	SF	\$ 15	\$ 100,950	

Total Structural Section **\$ 4,356,350**

Section 3 - Railroad Related Items

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Track	1	LS	\$ 1,500,000	\$ 1,500,000	
Railroad Flagger	1	LS	\$ 50,000	\$ 50,000	
Track Signal	1	LS	\$ 550,000	\$ 550,000	
Track Grading	1	LS	\$ 250,000	\$ 250,000	
Crossing Panels	1	LS	\$ 130,000	\$ 130,000	
Temporary K-rail	1	LS	\$ 20,000	\$ 20,000	

Total Railroad Items **\$ 2,500,000**

Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)

Section 4 - Drainage/Sewer

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Drainage Removals	1	LS	\$ 100,000	\$ 100,000	
6" PVC Pipe	2,340	LF	\$ 25	\$ 58,500	
18" RCP	660	LF	\$ 170	\$ 112,200	
24" RCP	750	LF	\$ 275	\$ 206,250	
30" RCP	500	LF	\$ 310	\$ 155,000	
36" RCP	480	LF	\$ 340	\$ 166,600	
48" RCP	470	LF	\$ 360	\$ 169,200	
Catch Basin SPPWC 300-2 (3.5' to 7')	3	EA	\$ 5,830	\$ 17,490	
Catch Basin SPPWC 300-2 (10' to 14')	6	EA	\$ 7,500	\$ 45,000	
Catch Basin SPPWC 300-2 (21')	3	EA	\$ 11,000	\$ 33,000	
Catch Basin SPPWC 304-1, 1 Grate	2	EA	\$ 6,750	\$ 13,500	
Catch Basin SPPWC 307-2, 1 (7')	3	EA	\$ 6,000	\$ 18,000	
Catch Basin SPPWC 307-2, (14')	1	EA	\$ 8,000	\$ 8,000	
Catch Basin Inlet Type V	2	EA	\$ 4,500	\$ 9,000	
Adjust Manhole to Grade	7	EA	\$ 750	\$ 5,250	
Manhole/Junction Structure	15	EA	\$ 7,500	\$ 112,500	
Side Drain Outlet Structure	1	EA	\$ 13,500	\$ 13,500	
Transition Structure	2	EA	\$ 8,500	\$ 17,000	
Pump Station (Mechanical)	1	LS	\$ 250,000	\$ 250,000	
Pump Station (Electrical)	1	LS	\$ 200,000	\$ 200,000	
Pump Station (Structural)	1	LS	\$ 900,000	\$ 900,000	
54" RGRCP T-Lock Sewer	910	LF	\$ 1,000	\$ 910,000	
Jack 54" RGRCP w/casing	145	LF	\$ 1,800	\$ 261,000	
54" RGRCP T-Lock Siphons	180	LF	\$ 1,200	\$ 216,000	
Sewer Junction Structure	1	LS	\$ 120,000	\$ 120,000	
10" VCP Sewer Mainline	264	LF	\$ 360	\$ 95,040	
Sewer Manhole	6	EA	\$ 5,000	\$ 30,000	

Total Drainage/Sewer \$ 4,242,030

Section 5 - Specialty Items

	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Metal Hand Rails	970	LF	\$ 45	\$ 43,650	
6' Picket Railing	2,050	LF	\$ 60	\$ 123,000	
UPRR Standard Picket Handrailing	225	LF	\$ 60	\$ 13,500	
Groundwater Treatment System	1	LS	\$ 100,000	\$ 100,000	
Irrigation System	1	LS	\$ 300,000	\$ 300,000	
Irrigation Restoration 18 properties	1	AL	\$ 50,000	\$ 50,000	
Landscaping	1	LS	\$ 350,000	\$ 350,000	
SWPPP & Implementation	1	LS	\$ 75,000	\$ 75,000	

Total Specialty Items \$ 1,055,150

Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)

Section 6 - Traffic & Lighting Items

	Quantity	Unit	Unit Price	Cost	Section Cost
Traffic Signal (Nogales/SR-60)	1	LS	\$ 275,000	\$ 275,000	
Traffic Signal (Nogales/Gale)	1	LS	\$ 325,000	\$ 325,000	
Traffic Signal (Nogales/San Jose)	1	LS	\$ 275,000	\$ 275,000	
Traffic Signal (San Jose/Otterbein temp)	1	LS	\$ 120,000	\$ 120,000	
Traffic Signal (Walnut/Otterbein)	1	LS	\$ 250,000	\$ 250,000	
Street Lighting	1	LS	\$ 400,000	\$ 400,000	
Off-Site Lighting	1	LS	\$ 50,000	\$ 50,000	
Off-Site Traffic Signing Marking & Striping	1	LS	\$ 15,000	\$ 15,000	
Traffic Signing and Striping	1	LS	\$ 75,000	\$ 75,000	
Temporary Traffic Control	1	LS	\$ 300,000	\$ 300,000	

Total Traffic & Lighting Items \$ 2,085,000

SUBTOTAL SECTIONS 1 - 6 \$ 17,609,030

Section 7 - Minor Items

			Unit Cost	Section Cost
10% of Subtotal Sections 1 - 5	\$ 17,609,030	X	10% \$ 1,760,903	
			Total Minor Items \$	1,760,903

Section 8 - Roadway Mobilization

Subtotal Sections 1-5	\$ 17,609,030			
Minor Items	\$ 1,760,903			
Sum	\$ 19,369,933	X	10% \$ 1,936,993	
			Total Mobilization \$	1,936,993

Section 9 - Roadway Additions

Supplemental				
Subtotal Sections 1-5	\$ 17,609,030			
Minor Items	\$ 1,760,903			
Sum	\$ 19,369,933	X	5% \$ 968,497	
Contingencies				
Subtotal Sections 1-5	\$ 17,609,030			
Minor Items	\$ 1,760,903			
Sum	\$ 19,369,933	X	20% \$ 3,873,987	
			Total Roadway Additions \$	4,842,483

TOTAL ROADWAY ITEMS , SECTIONS 1 - 9 \$ 26,149,410

Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)

II. STRUCTURE ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
Structure Excavation (Bridge)	3,140	CY	\$ 115	\$ 361,100	
Structure Excavation (RCB)	30,500	CY	\$ 100	\$ 3,050,000	
Structure Excavation (Retaining Wall)	13,650	CY	\$ 100	\$ 1,365,000	
Structure Backfill (Bridge)	1,800	CY	\$ 90	\$ 162,000	
Structure Backfill (RCB)	4,900	CY	\$ 90	\$ 441,000	
Structure Backfill (Retaining Wall)	10,170	CY	\$ 75	\$ 762,750	
Structure Concrete (Bridge)	830	CY	\$ 475	\$ 394,250	
Structure Concrete (Footings)	615	CY	\$ 375	\$ 230,625	
Structure Concrete (RCB)	4,310	CY	\$ 425	\$ 1,831,750	
Structure concrete (Retaining Wall)	3,460	CY	\$ 425	\$ 1,470,500	
Architectural Texture	36,319	SF	\$ 10	\$ 363,190	
Erect PC/PS Prestressed Girders	22	EA	\$ 4,200	\$ 92,400	
PC/PS Box Girder	22	EA	\$ 23,600	\$ 519,200	
F+I Steel Piles (HP 12X63)	25,200	LF	\$ 35	\$ 882,000	
F+I Steel Piles (HP 14X89)	6,440	LF	\$ 50	\$ 322,000	
Waterproofing Membrane	5,710	SF	\$ 15	\$ 85,650	
Bar Reinforcing Steel	550,000	LB	\$ 1.25	\$ 687,500	
Bar Reinforcing Steel (Bridge)	247,000	LB	\$ 1.25	\$ 308,750	
Miscellaneous metal (Bridge)	7,700	LB	\$ 7	\$ 53,900	

Subtotal Structures Items \$ 13,383,565

Mobilization

Subtotal Structural Sections
Sum

\$ 13,383,565 X 10% \$ 1,338,357

Total Mobilization \$ 1,338,357

Contingencies

Subtotal Structural Sections
Sum

\$ 13,383,565 X 20% \$ 2,676,713

Total Mobilization \$ 2,676,713

Total Structures Items \$ 17,398,635

Preliminary Project Cost Estimate Summary
Nogales Street Grade Separation
(Preferred Alternative)

III. RIGHT OF WAY

	Escalation Rates	Current Values (Future Use)	Escalated Values*
Acquisition, including excess lands and damages to remainder(s)	6%	\$ 11,500,000	\$12,190,000
Utility Relocation (Agency share)		\$ -	\$0
Clearance/Demolition		\$ 300,000	\$300,000
Construction Contract Work (Included in Construction Cost above)			\$0
Total Right of Way*		Total R/W	\$12,490,000

* Escalated to FY07 Dollars

Contingencies

Subtotal R/W Sections

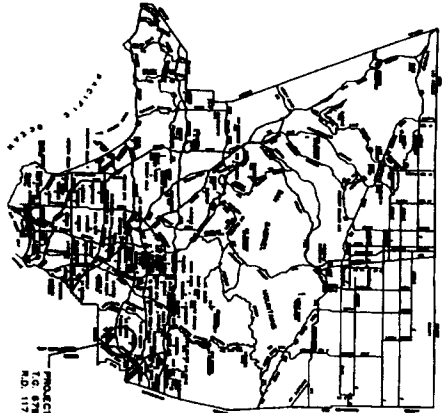
Sum	\$ 12,490,000	X	20%	\$ 2,498,000	
			Total Mobilization	\$	2,498,000
			Total R/W Items	\$	14,988,000

ATTACHMENT D -

PLAN, PROFILE & TYPICAL SECTIONS



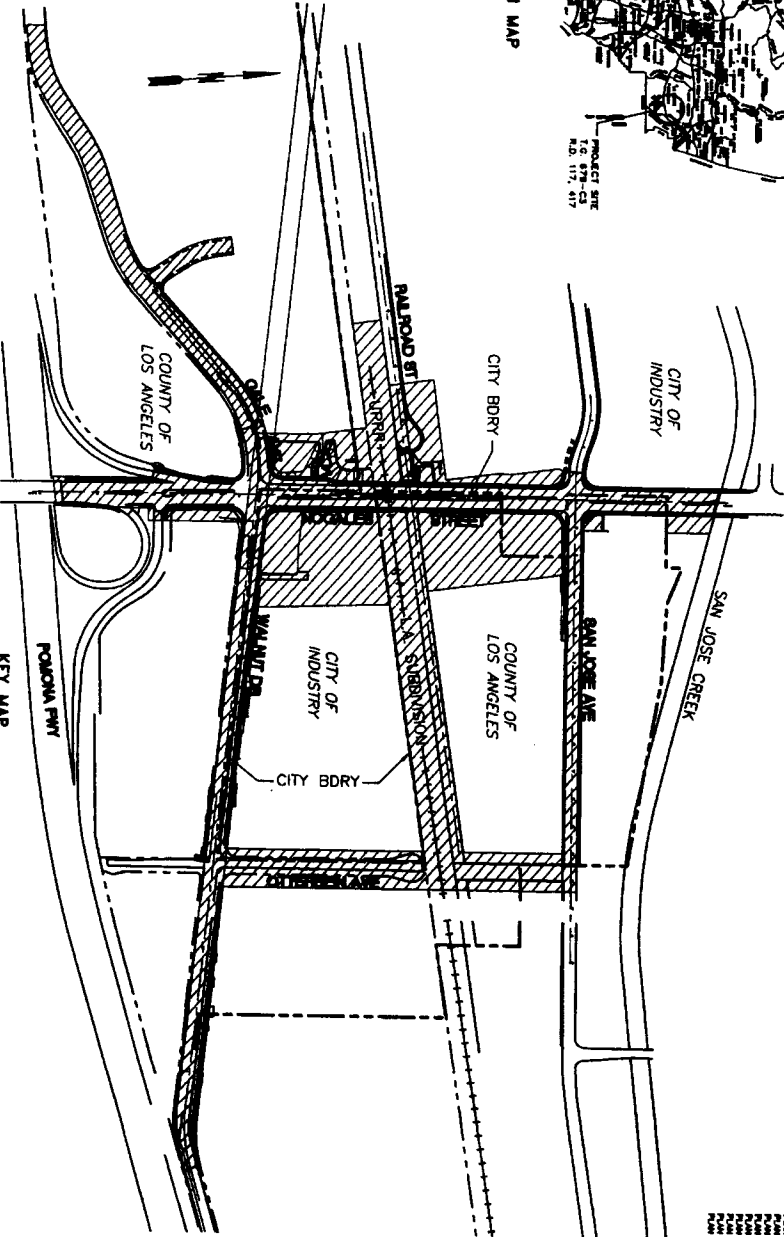
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LOCATION MAP

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS NOGALES STREET GRADE SEPARATION

TOTAL LENGTH 0.96 MILE



KEY MAP
 NOT TO SCALE

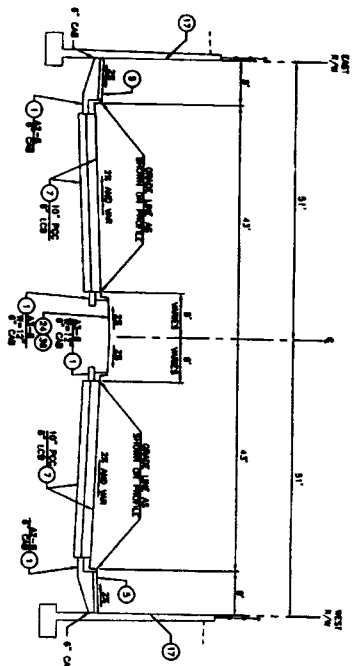
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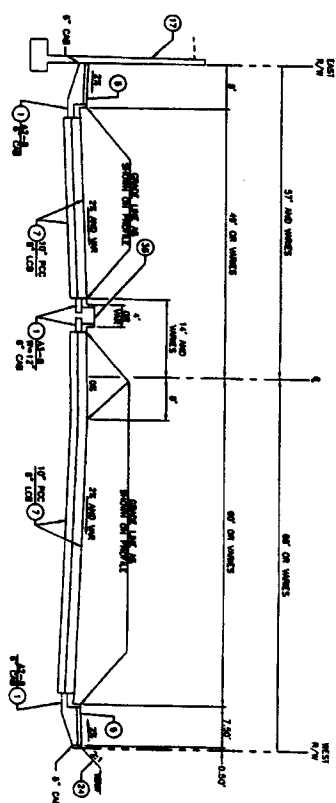
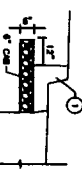
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1	GENERAL NOTES AND REFERENCES
2	PLAN & PROFILE
3	CONSTRUCTION DETAILS
4	CONSTRUCTION DETAILS
5	CONSTRUCTION DETAILS
6	CONSTRUCTION DETAILS
7	CONSTRUCTION DETAILS
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TWO DAYS BEFORE YOU BID CALL USA TOLL FREE 1-800-227-2800		COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS PROJECT ID NO. RD00010990 TITLE SHEET	
APPROVED BY: [Signature] DATE: [Date]	RECOMMENDED BY: [Signature] DATE: [Date]	DRAWING NUMBER RD 00010990	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS PROJECT ID NO. RD00010990 TITLE SHEET

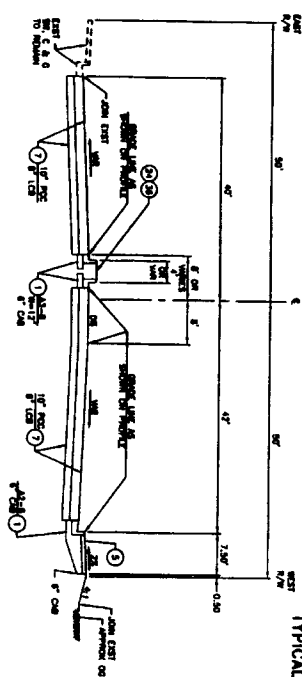
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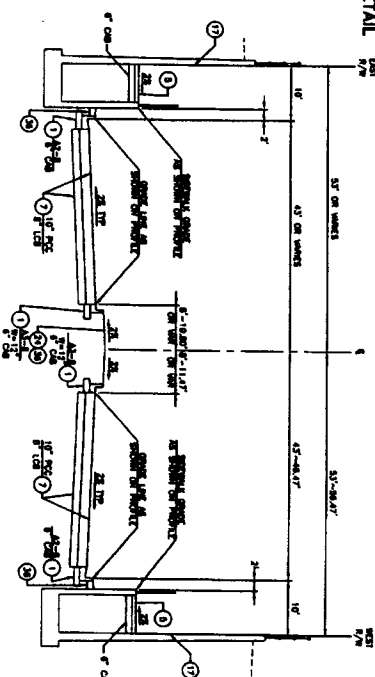
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 NO SCALE



NOGALES STREET TYPICAL SECTION
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NOGALES STREET TYPICAL SECTION
 STA 84+47 TO STA 81+80
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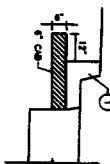
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 2. THE LIMITS OF CURB & GUTTER ARE SHOWN.

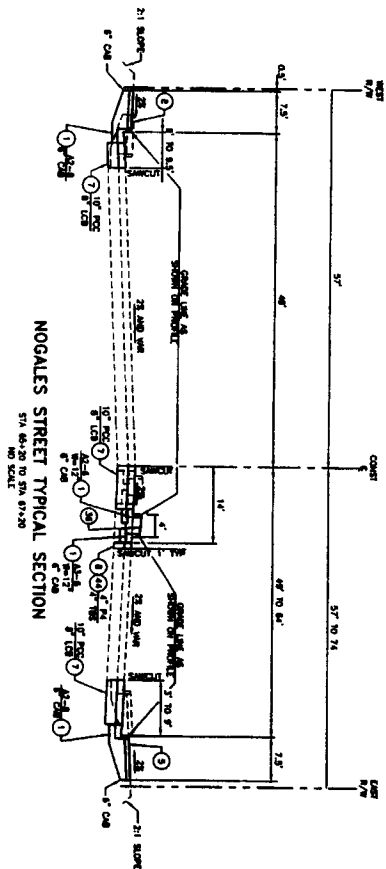
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<p>NOGALES STREET GRADE SEPARATION</p>		

PLAN R

SHEET 3 OF 20



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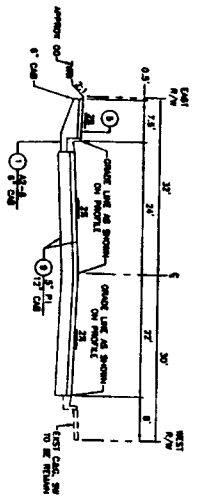


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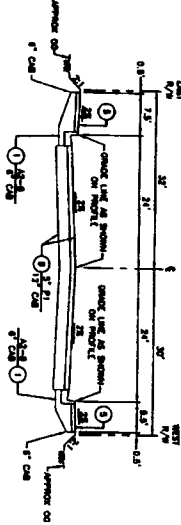
CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
NOGALES STREET GRADE SEPERATION
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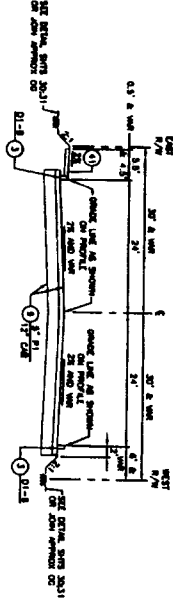
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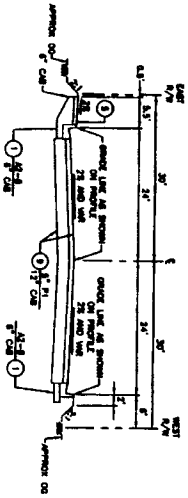
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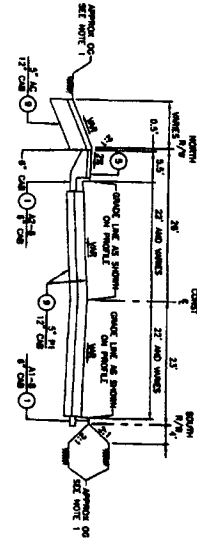
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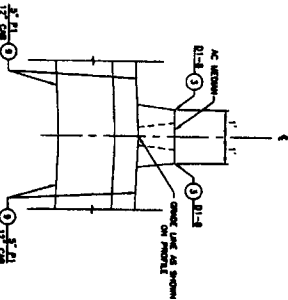
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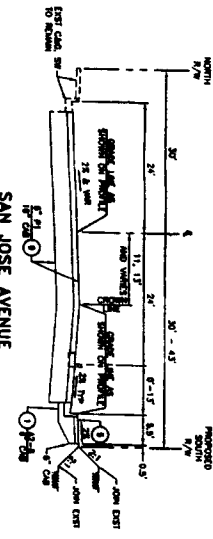
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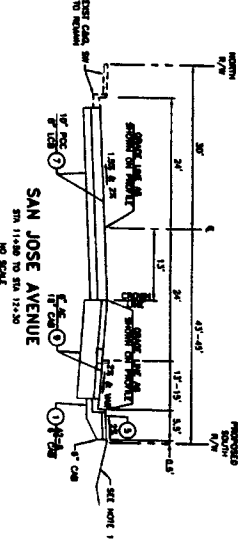
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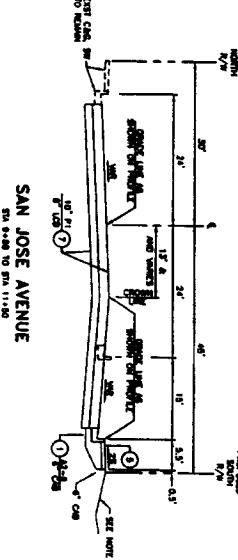
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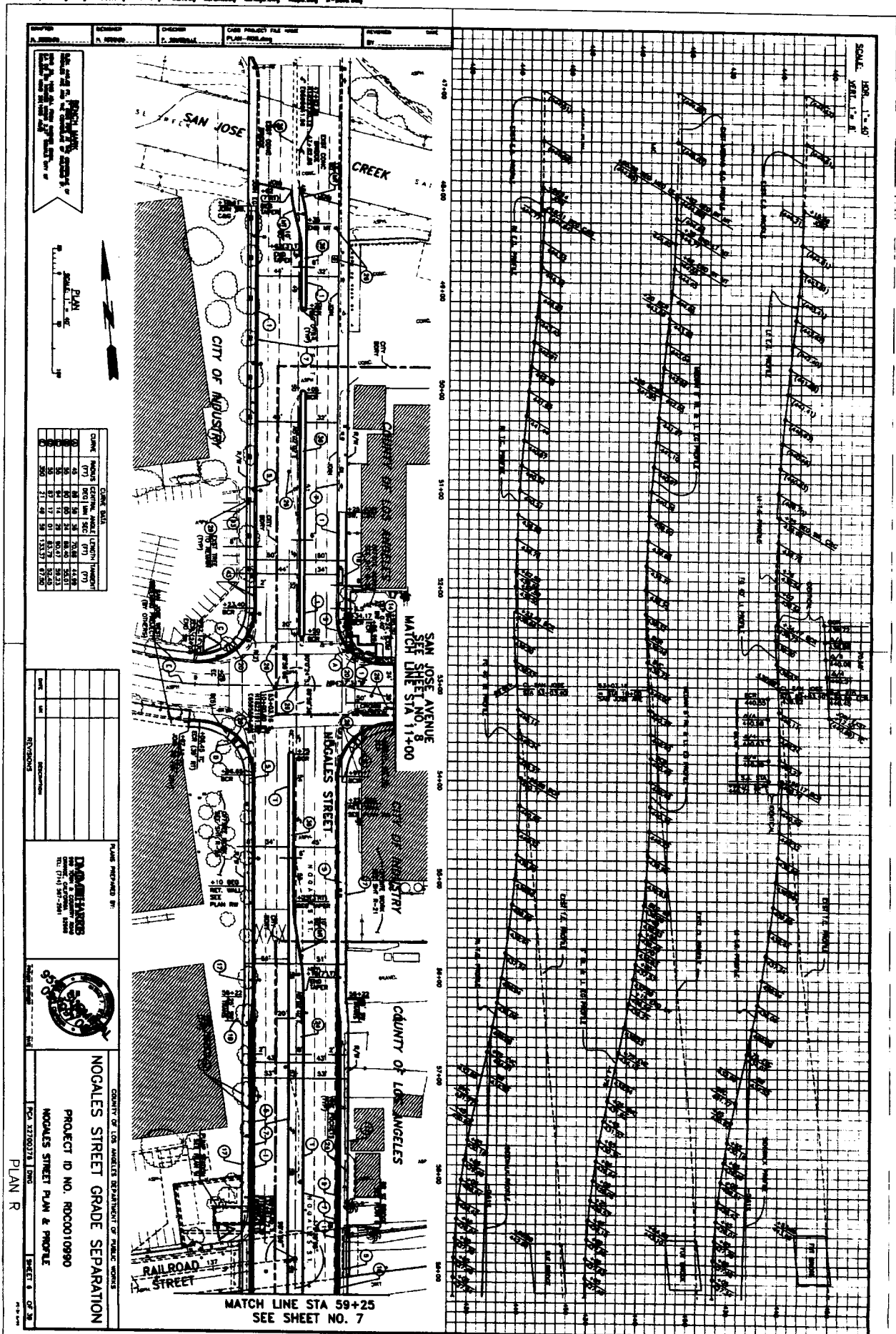


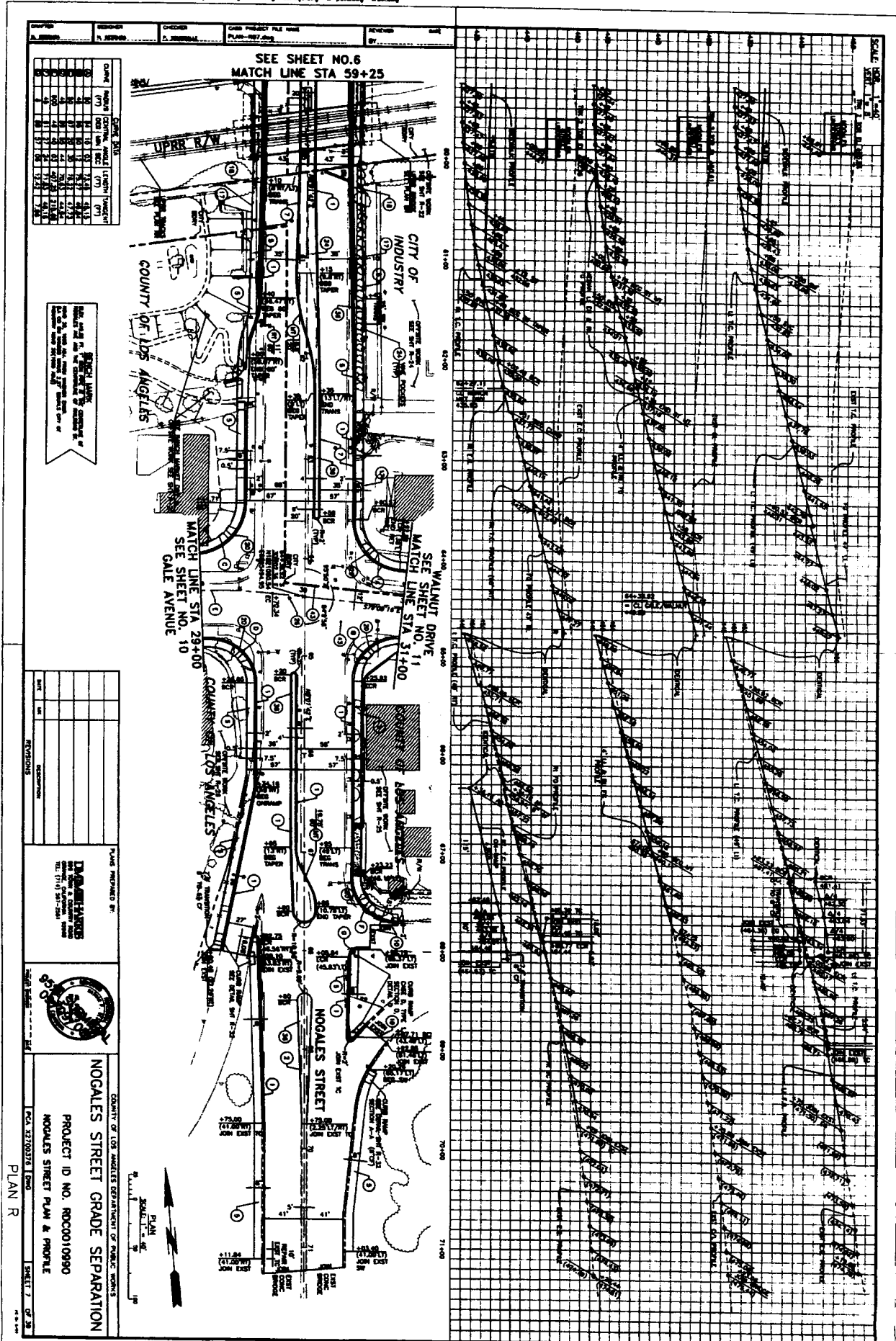
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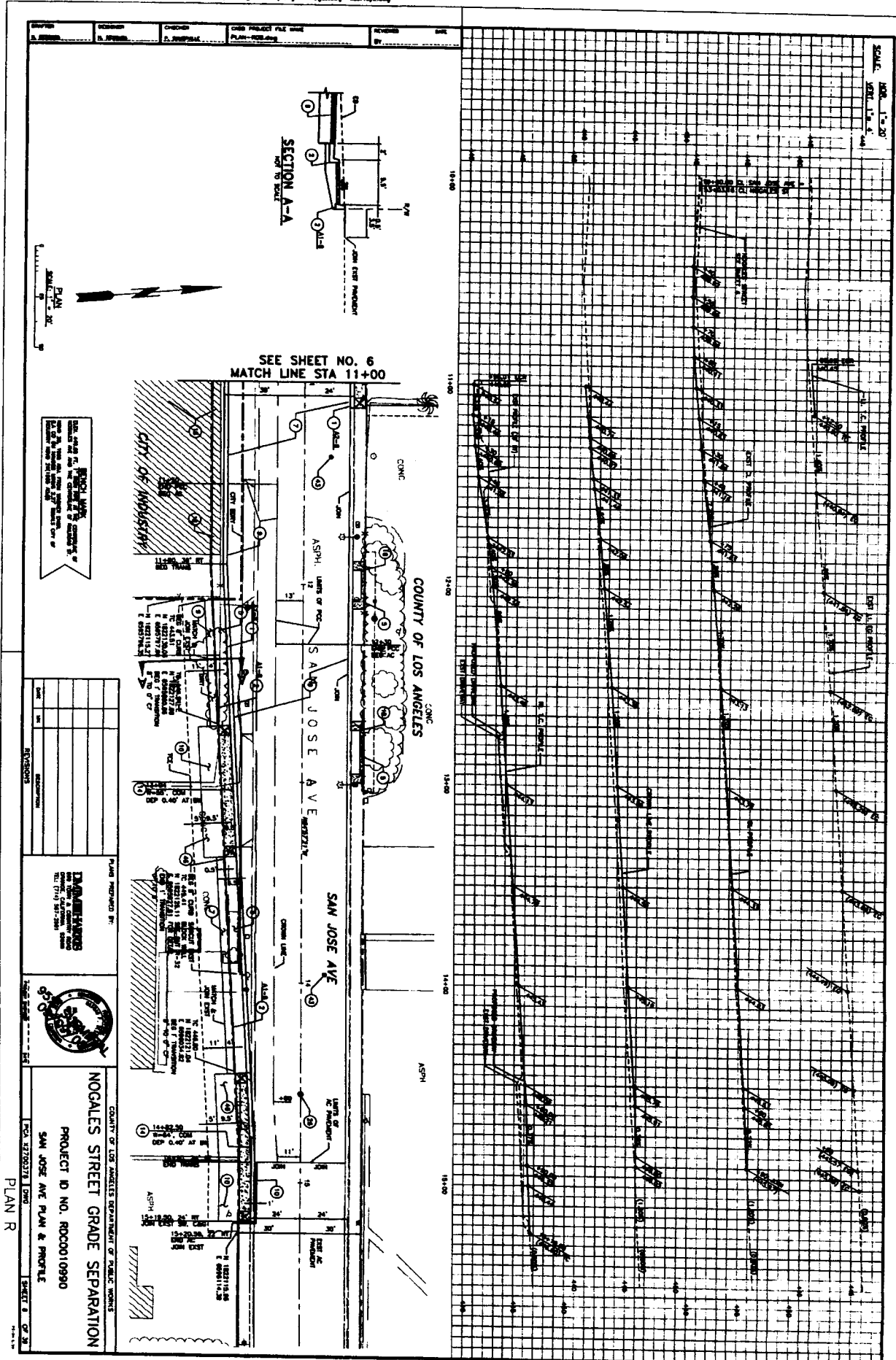
PLANS PREPARED BY:
DMJM-HARRIS
ENGINEERING
1001 10th Street
San Jose, CA 95128
(408) 281-1001

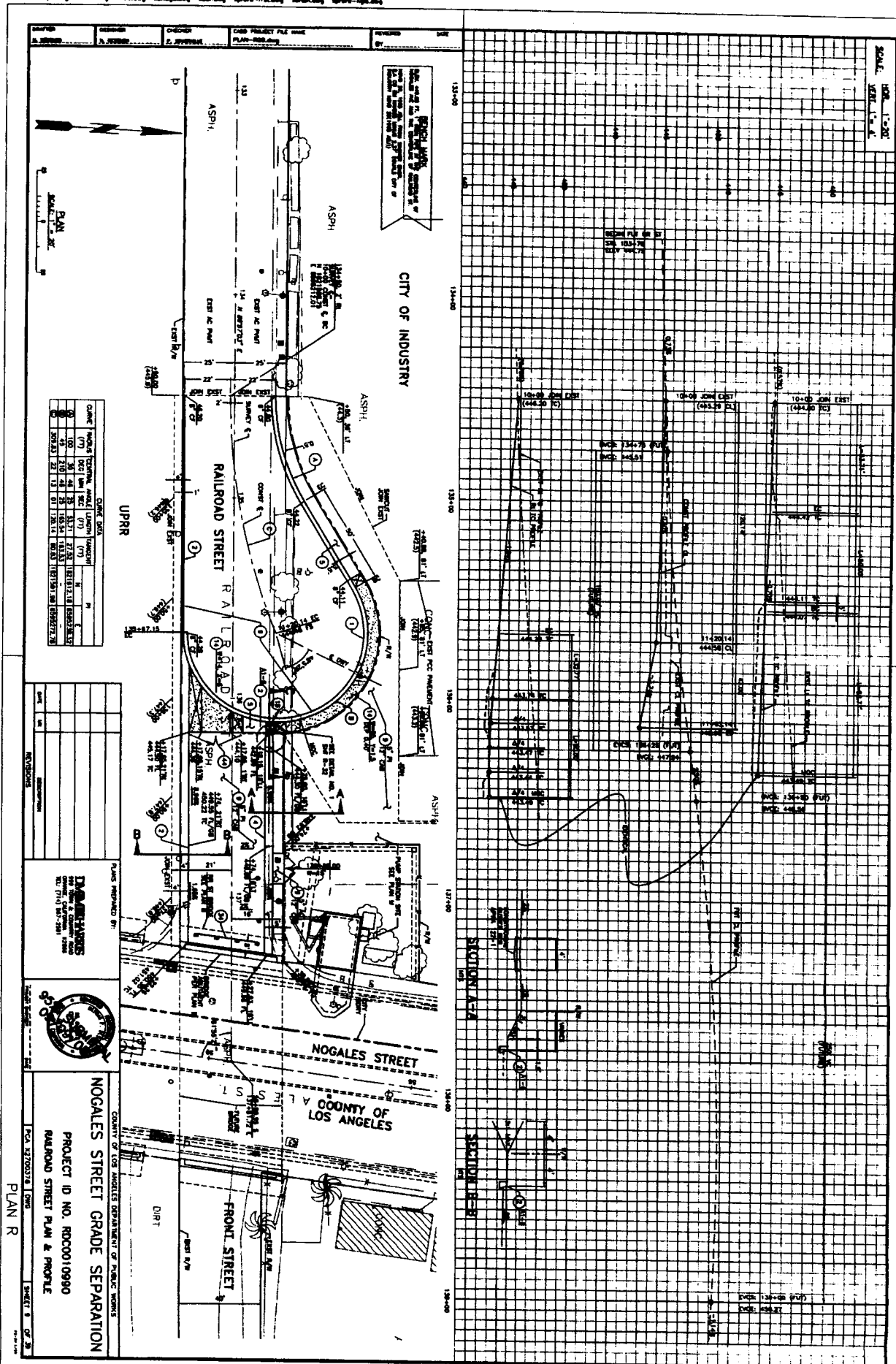


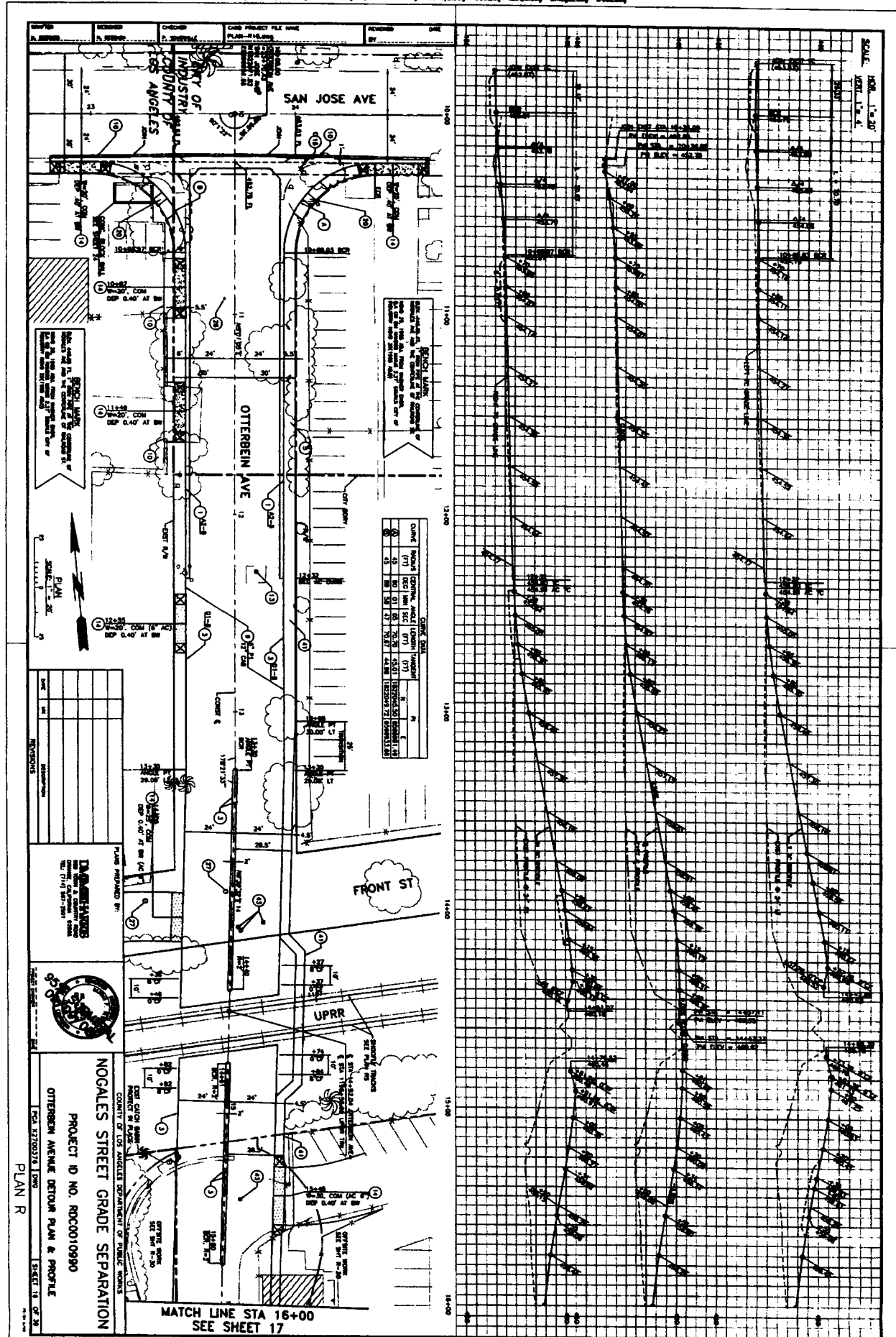
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PROJECT ID NO. R000010990
TYPICAL SECTIONS
SHEET 4 OF 20

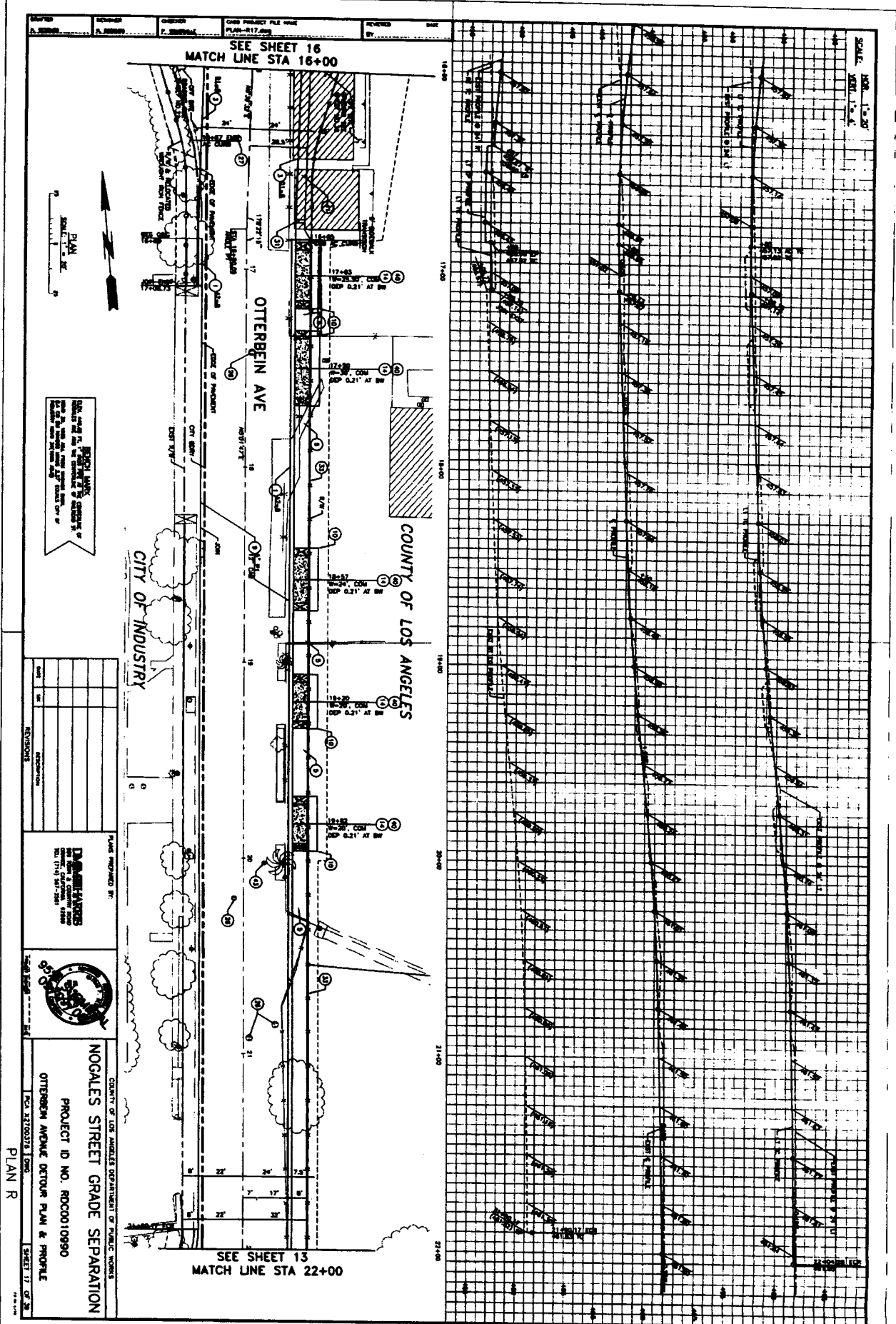


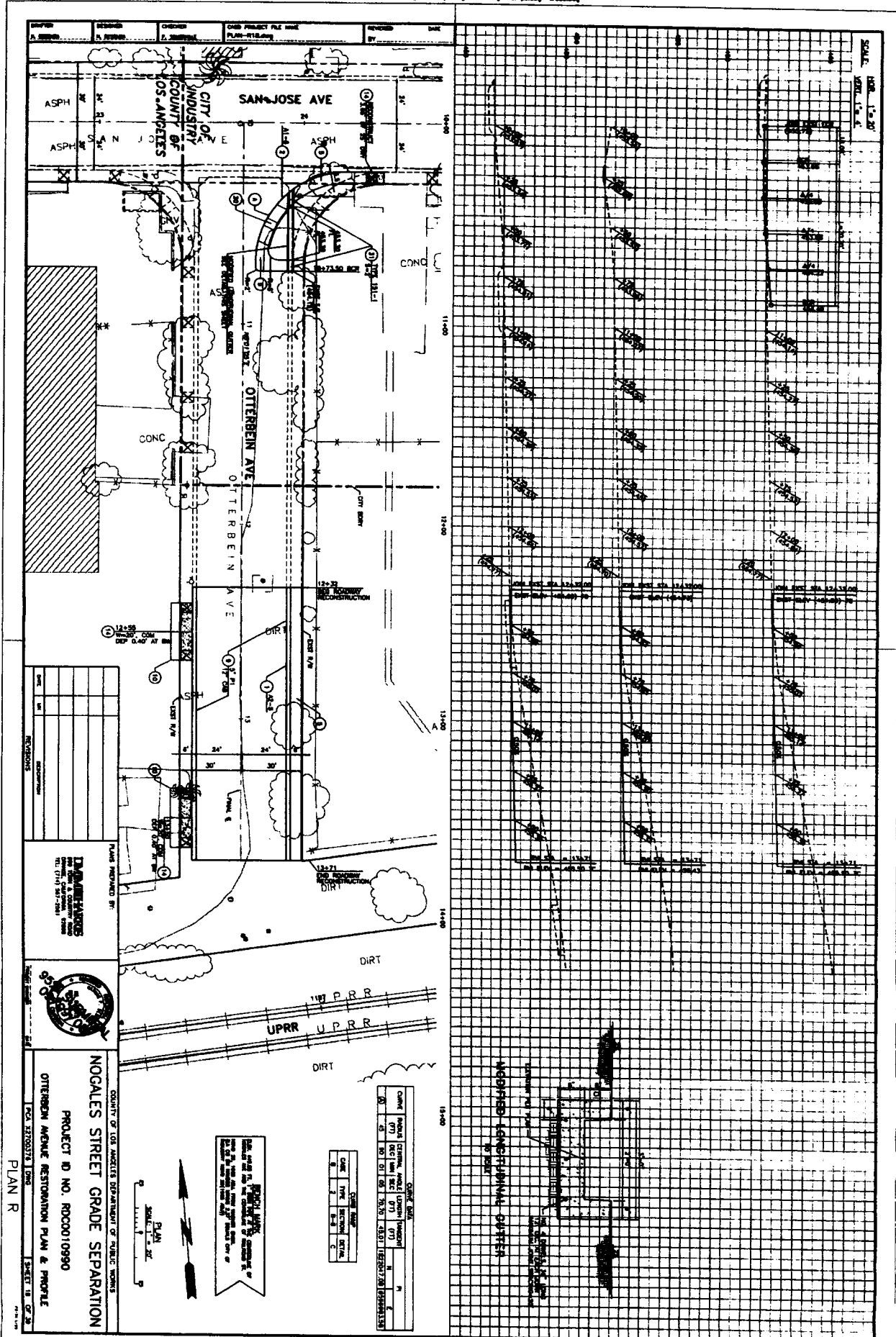




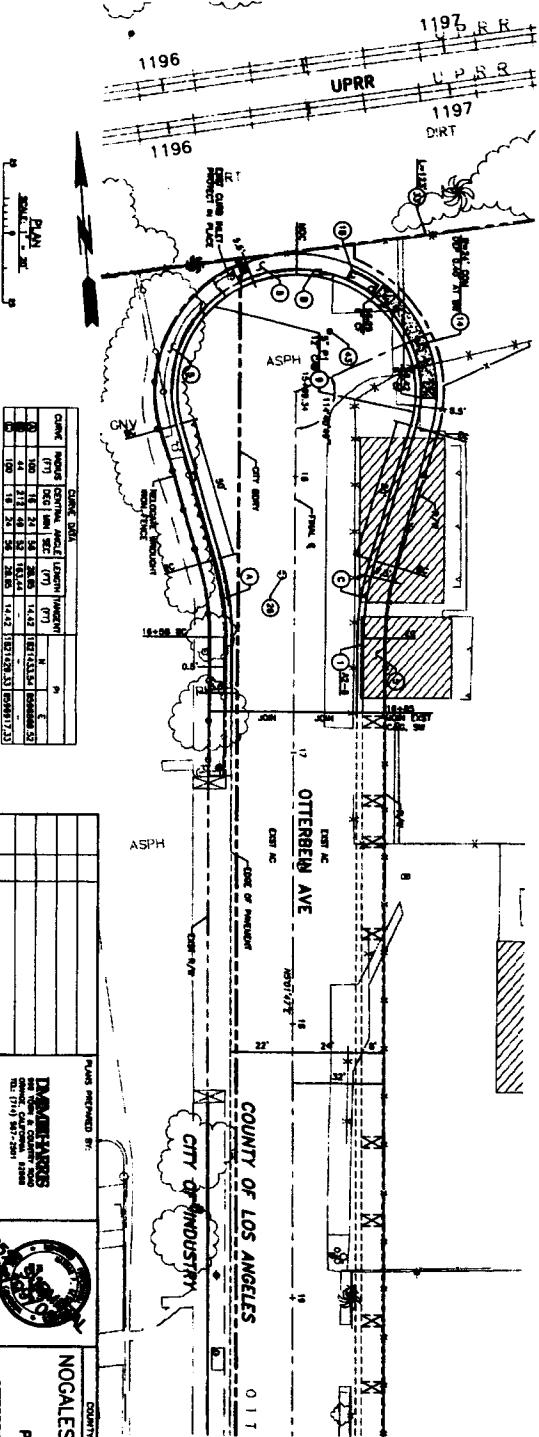






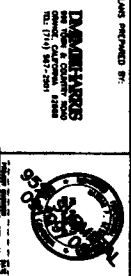


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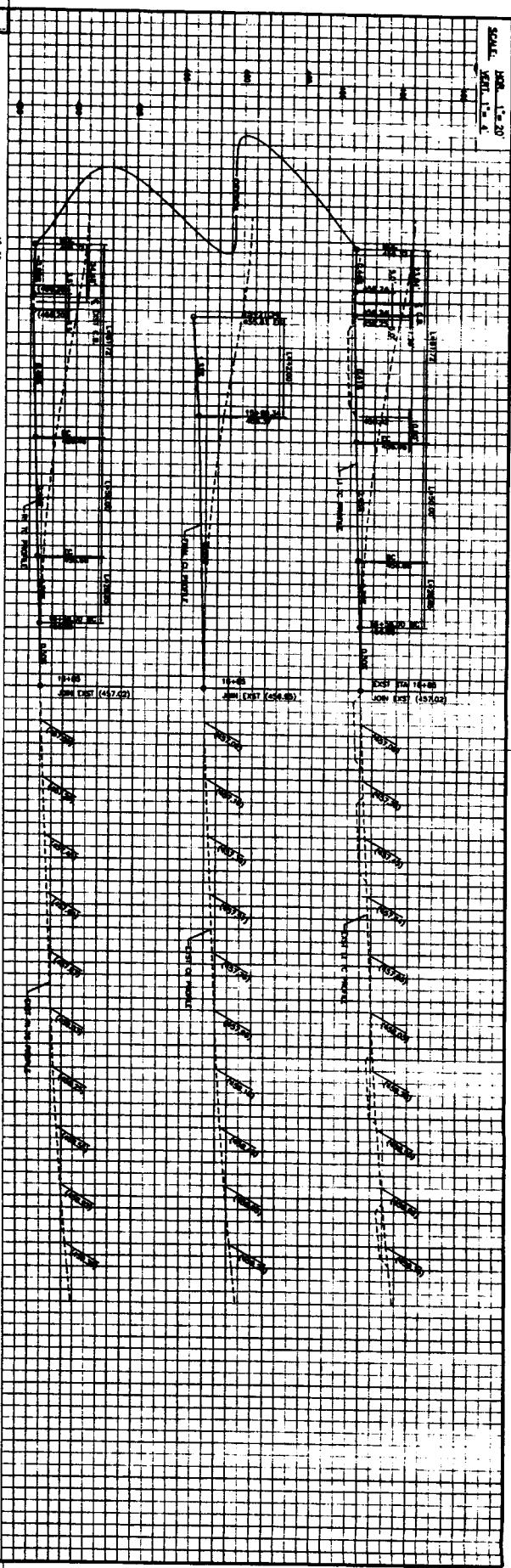


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1+10	119.6	119.6	119.6
1+20	119.6	119.6	119.6
1+30	119.6	119.6	119.6
1+40	119.6	119.6	119.6
1+50	119.6	119.6	119.6
1+60	119.6	119.6	119.6
1+70	119.6	119.6	119.6
1+80	119.6	119.6	119.6
1+90	119.6	119.6	119.6
2+00	119.6	119.6	119.6

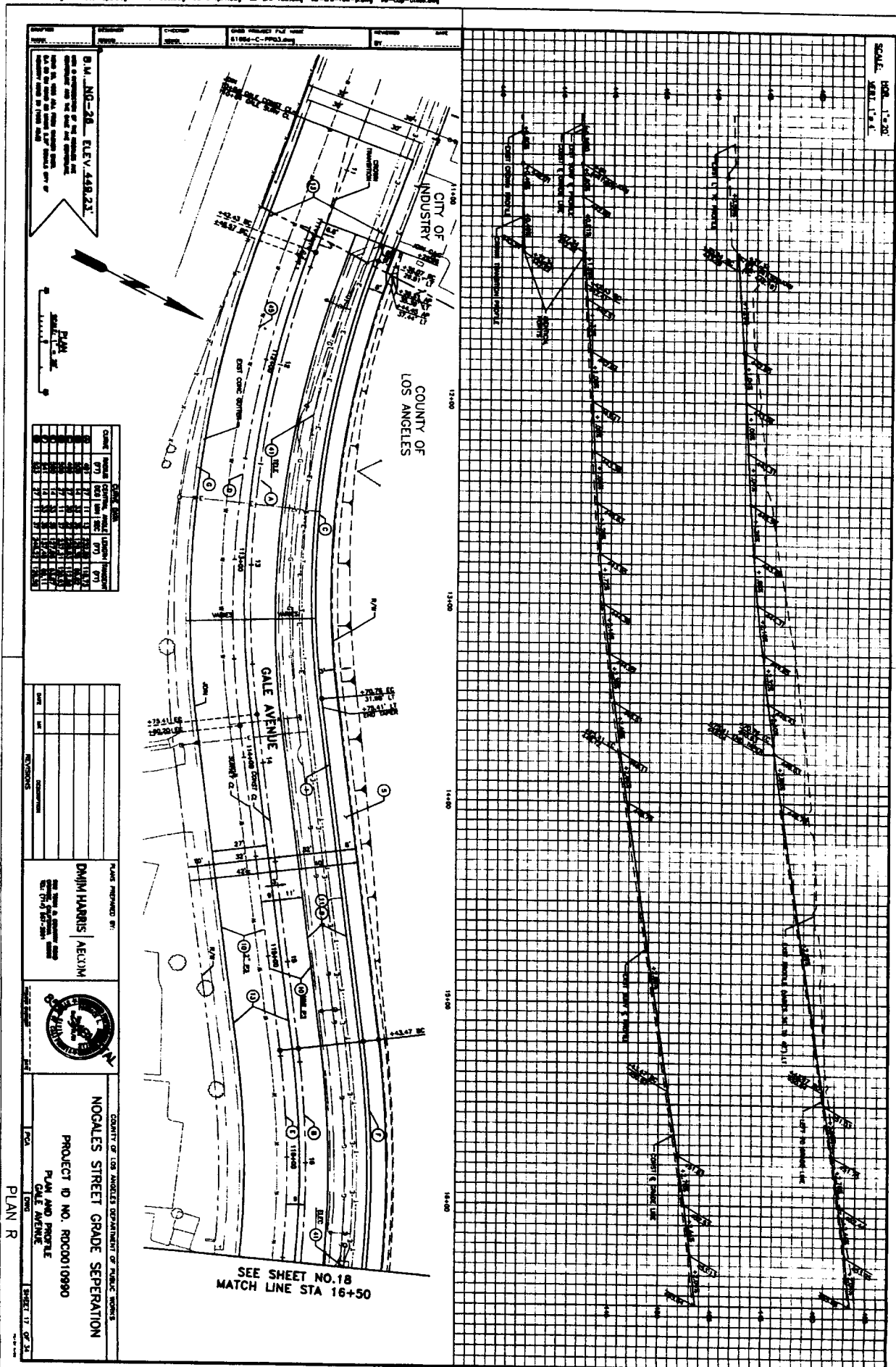
DATE	REVISION	BY	CHKD	APP'D	FILE NAME
01/24/07	1	RHARRIS	P. HARRIS		PLAN-R15.dwg

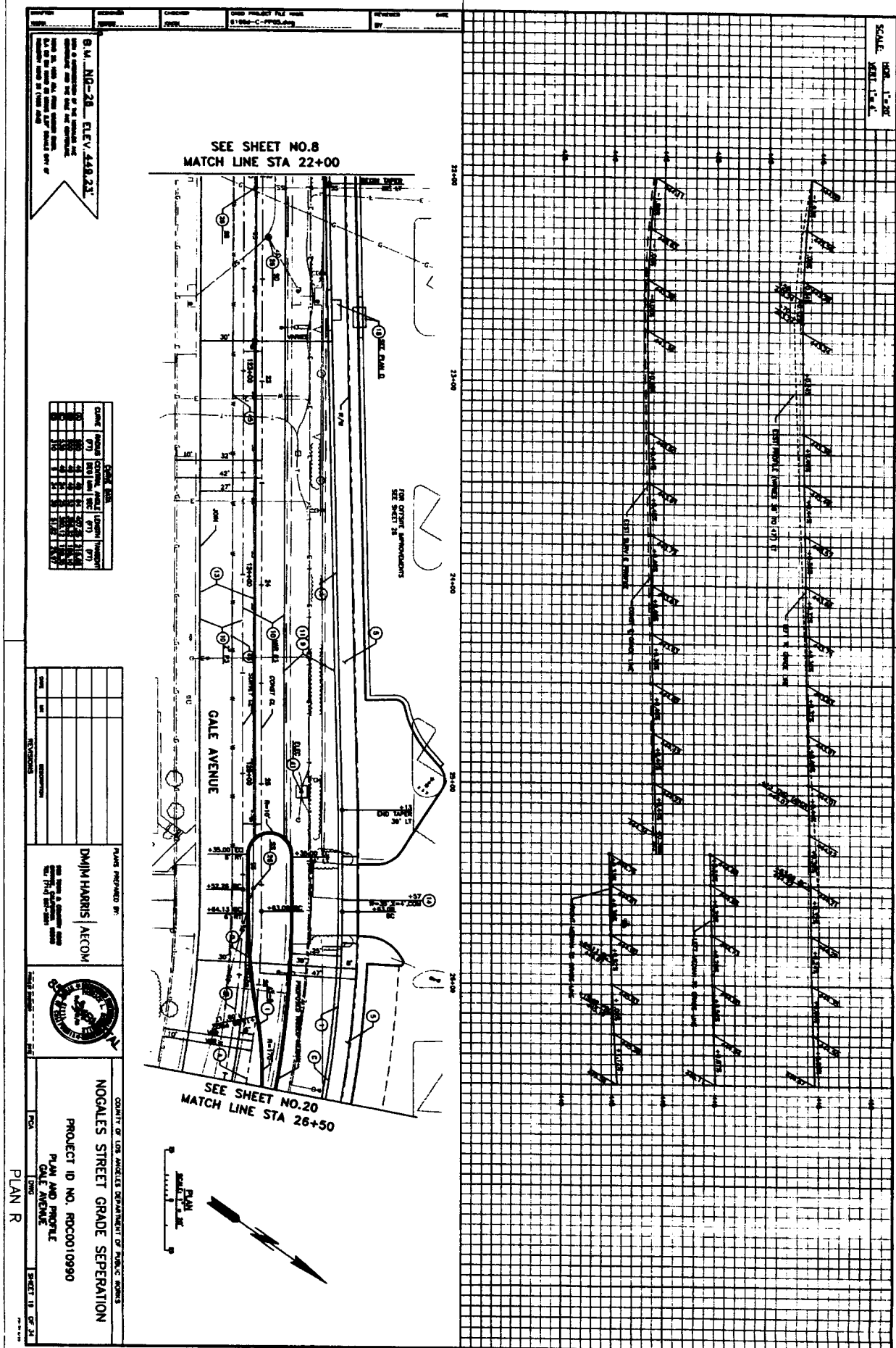


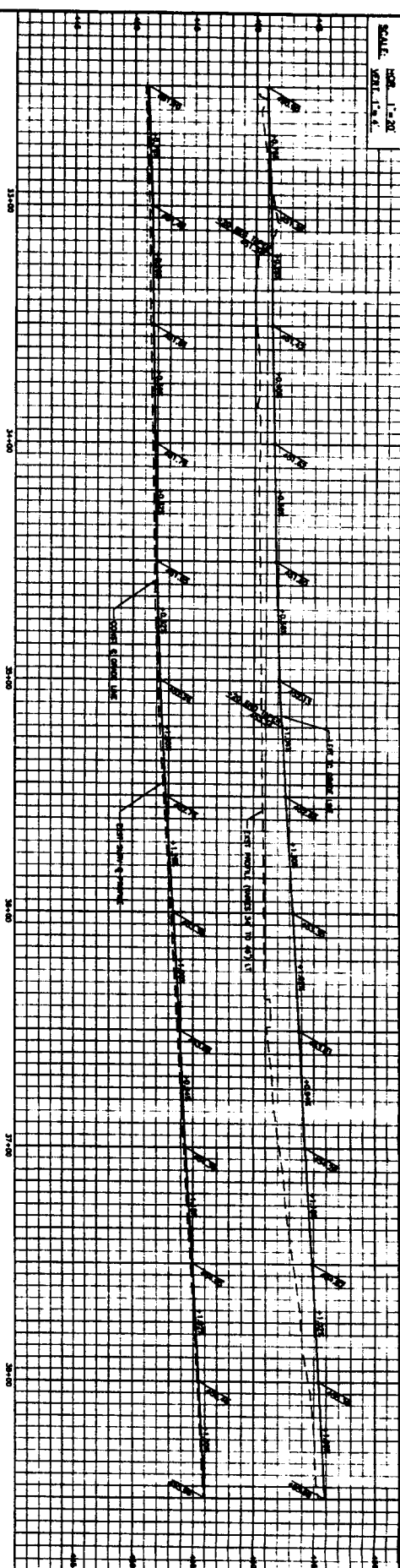
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
 NOGALES STREET GRADE SEPARATION
 PROJECT ID NO. RDC0010980
 OTTERBEIN AVENUE RESTORATION PLAN & PROFILE
 PLAN R
 SHEET 19 OF 35



SCALE: HORIZ. 1" = 20'
 VERT. 1" = 4'







ATTACHMENT E -

RIGHT-OF-WAY IMPACT MAPS

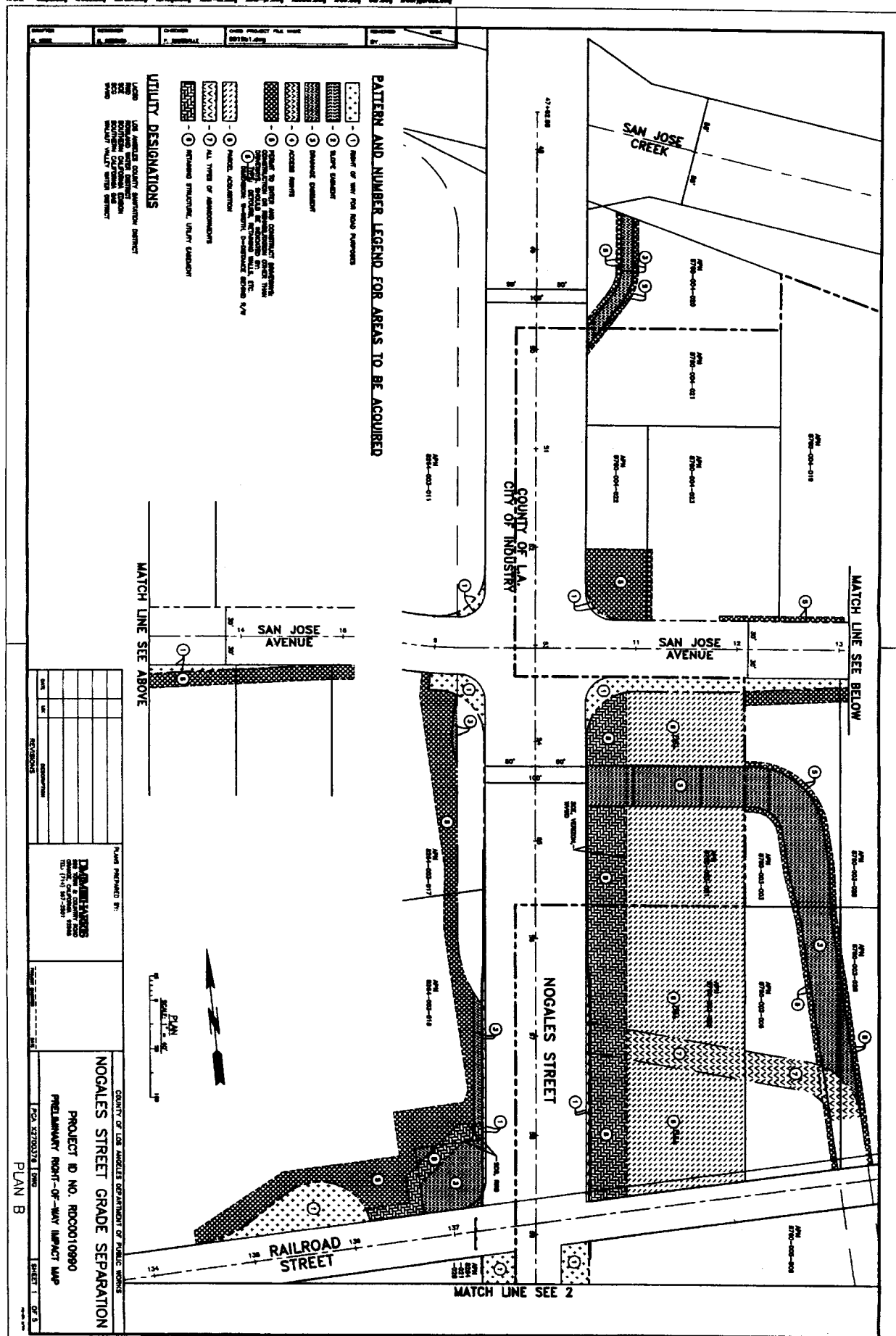
Preliminary Project Right-of-Way Cost Summary
Nogales Street Grade Separation (LA Subdivision)
(Preferred Alternative)

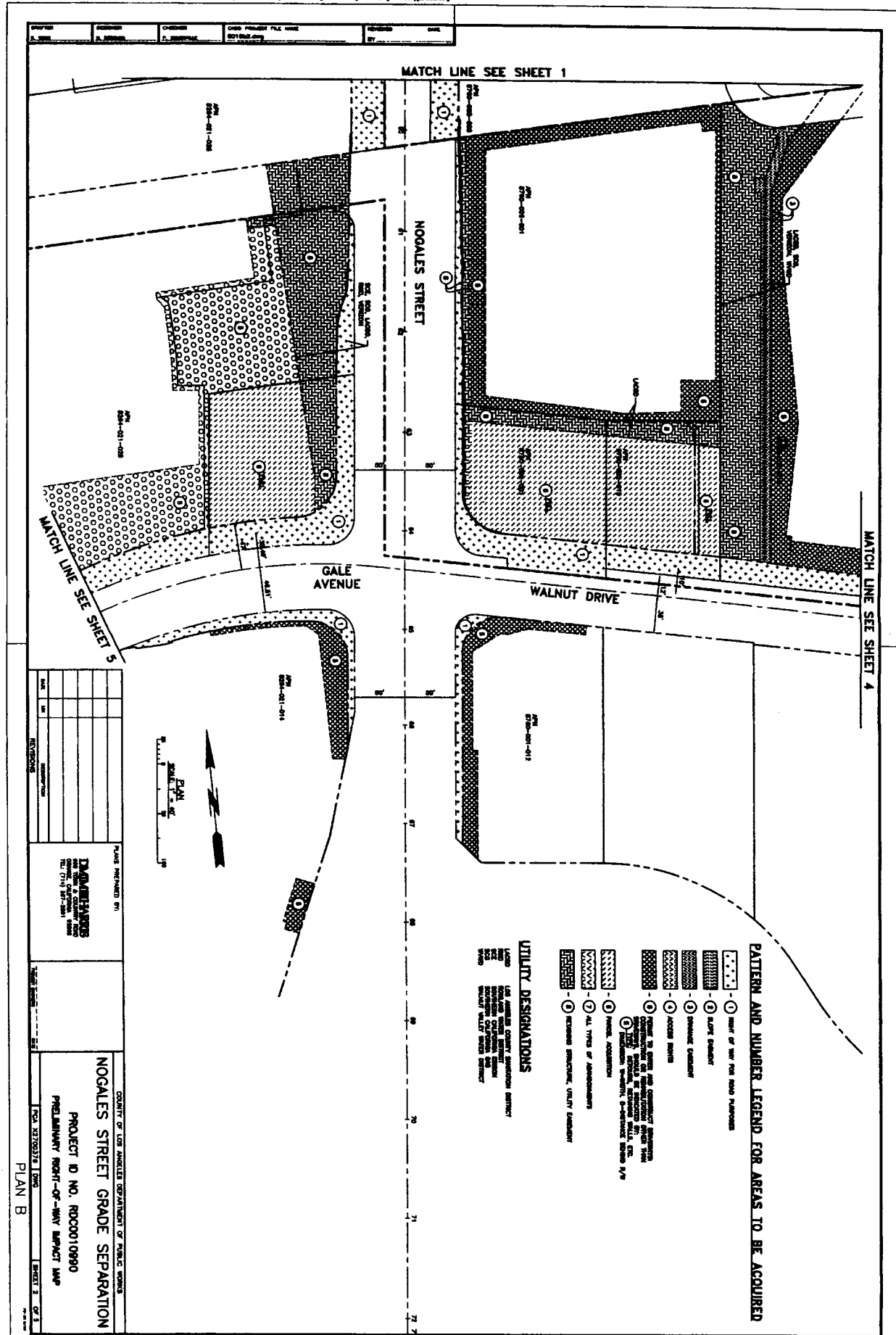
Prop #	APN #	R/W for Road Purposes (SF)	Row Cost	Easements (SF)	Easement Cost	Temporary Construction Easements (SF)	TCE Cost	Improvement Value	Property Sub Total Cost	Damages	F & E Costs	Relocation Payment to Displacees	Loss Of Goodwill	Property Total Cost
1	8284-003-011	340	\$ 10,380						\$ 10,380					\$ 10,380
2	8780-004-020													
3	8780-004-021													
4	8780-004-022	110	\$ 3,570	1,822	\$ 36,495	1,345	\$ 8,070		\$ 44,965					\$ 44,965
5	8780-004-023													
6	8780-004-018													
7 (Full Value)	8284-003-017	1,481	\$ 29,620	237	\$ 3,555	4,793	\$ 19,172		\$ 52,347					\$ 52,347
(APN 8780-003-001)	8780-003-001	31,200	\$ 936,000					\$ 1,162,000	\$ 2,098,000		\$ 86,000	\$ 75,000	\$ 190,000	\$ 2,409,000
(APN 8780-003-002)	8780-003-002	45,324	\$ 1,359,720					\$ 63,000	\$ 1,422,720		\$ 8,400	\$ 50,000	\$ 100,000	\$ 1,681,120
(APN 8780-003-003)	8780-003-003	21,788	\$ 653,670					N/A	\$ 653,670		\$ 25,000	\$ 75,000	\$ 200,000	\$ 953,670
8	8780-003-004													
9	8780-003-005	684	\$ 19,820	4,443	\$ 99,868	1,613	\$ 9,678		\$ 109,646					\$ 109,646
10	8780-003-006	228	\$ 6,780			1,358	\$ 8,146		\$ 25,068					\$ 25,068
11	8780-003-008													
12	8780-003-009													
13	8284-003-025	5,202	\$ 104,040	827	\$ 20,898	1,047	\$ 6,282		\$ 27,140					\$ 27,140
14	8284-003-026	3,349	\$ 66,980	7,054	\$ 105,810	11,717	\$ 40,868		\$ 295,718					\$ 295,718
15	8780-003-008	2,828	\$ 56,560						\$ 56,560					\$ 56,560
16	8284-003-028	7,222	\$ 216,660	13,738	\$ 309,105	15,801	\$ 56,406		\$ 621,171	\$ 300,000				\$ 921,171
17	8284-003-029	3,212	\$ 96,360	2,120	\$ 79,500	4,427	\$ 28,662		\$ 122,922					\$ 122,922
18	8780-003-001	1,321	\$ 66,050	22,491	\$ 337,385	12,803	\$ 128,030		\$ 273,560					\$ 273,560
19	8780-003-015													
20	8780-003-016	18	\$ 360			23,442	\$ 93,788		\$ 431,133	\$ 150,000				\$ 581,133
21	8780-003-017	5,834	\$ 116,680			62	\$ 248		\$ 608	\$ 25,000				\$ 633,688
22	8780-003-004	7,750	\$ 232,500			10,037	\$ 90,222		\$ 292,722					\$ 292,722
23	8780-003-005	4,539	\$ 135,170			1,301	\$ 7,806		\$ 143,976					\$ 143,976
24	8780-003-006	4,866	\$ 145,980			1,217	\$ 7,302		\$ 153,282					\$ 153,282
25	8780-003-018	4,227	\$ 126,810			1,878	\$ 11,274		\$ 138,084	\$ 50,000				\$ 188,084
26	8780-003-008	1,411	\$ 42,330			786	\$ 4,558		\$ 48,886	\$ 50,000				\$ 98,886
27	8780-003-009	2,467	\$ 74,010			2,100	\$ 12,800		\$ 66,610	\$ 50,000				\$ 136,610
28	8780-003-014	6,459	\$ 193,770			7,267	\$ 43,802		\$ 237,572	\$ 25,000				\$ 262,572
29	8780-001-012	64	\$ 1,820			4,452	\$ 44,520		\$ 137,120					\$ 137,120
30	8780-001-015	64	\$ 1,820			388	\$ 2,208		\$ 4,128					\$ 4,128
31	8780-001-008	1,193	\$ 35,790			934	\$ 5,604		\$ 15,640					\$ 15,640
32	8780-001-001	130	\$ 3,800						\$ 50,130					\$ 50,130
33	8284-003-020	1,671	\$ 50,130						\$ 147,370					\$ 2,123,700
34 (Full Value)	8284-003-015	23,474	\$ 1,173,700			1,205	\$ 7,220		\$ 300,000					\$ 2,123,700
35	8780-003-010					1,081	\$ 6,386		\$ 6,386					\$ 6,386
36	Caltrans													
Totals:		190,139	\$6,054,990	82,632	\$992,655	124,951	\$ 728,338	\$ 1,515,000	\$ 9,291,473	\$ 700,000	\$ 429,400	\$ 300,000	\$ 700,000	\$ 11,450,873

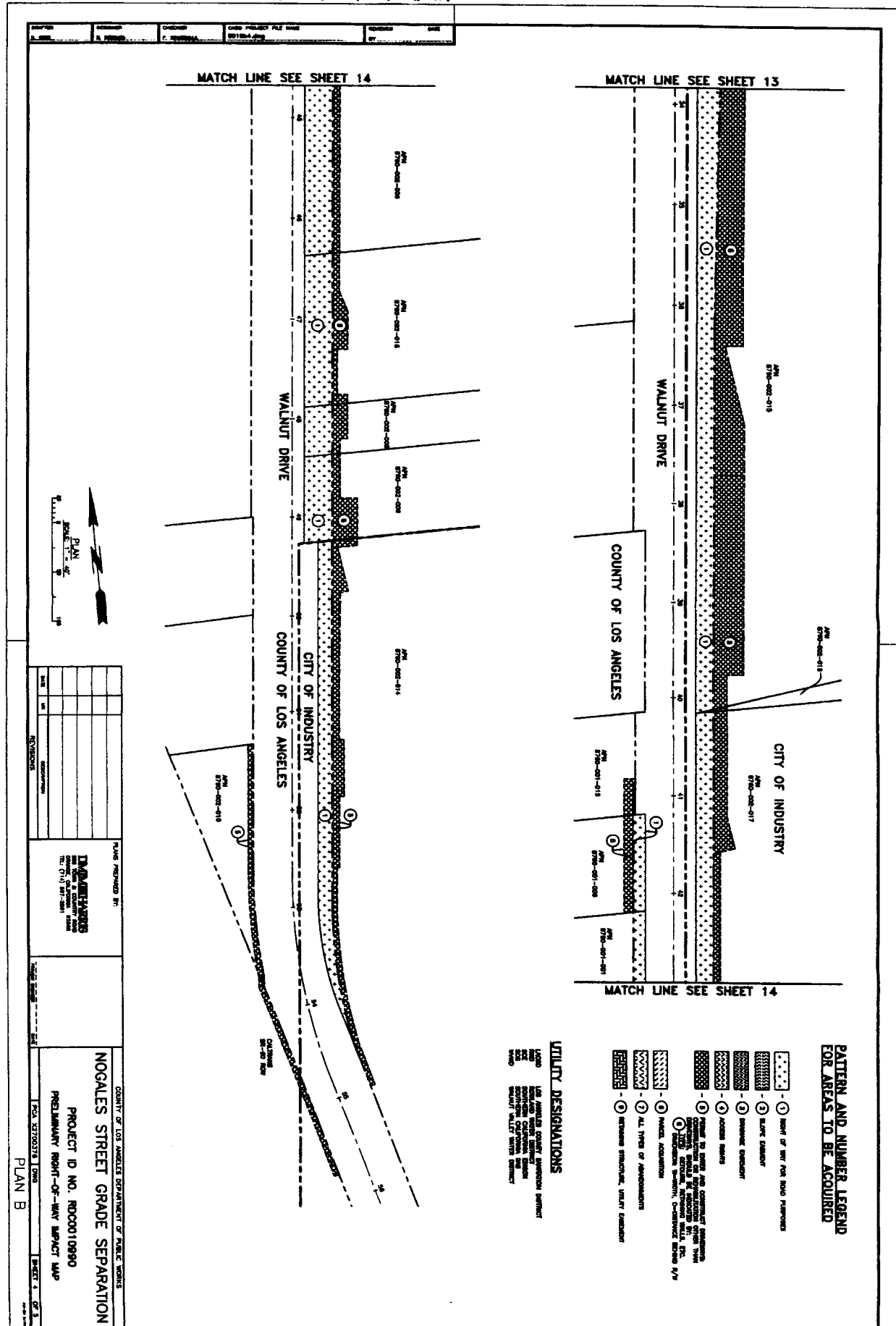
Assumptions -

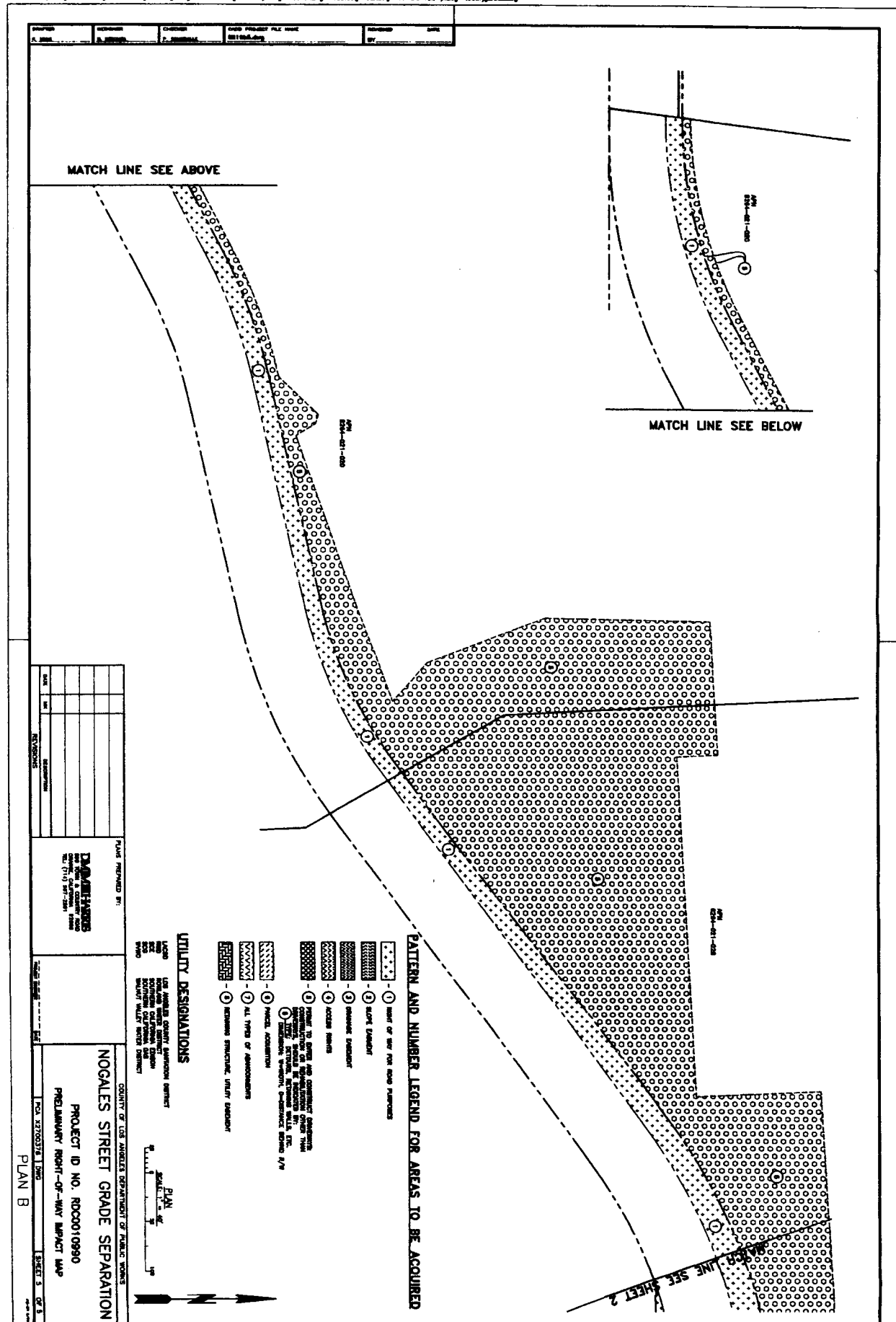
Land Value: \$20-\$50 per SF
 Easement Costs: 75% of Land Value
 TCE Costs: Annual Rent, 10% of Land Value, 24 month construction period

Total ROW Costs (Rounded): \$ 11,500,000









ATTACHMENT F -

LETTER OF SUPPORTS



CITY OF INDUSTRY

INCORPORATED 1906

January 24, 2007

Mr. Donald L. Wolfe
Director of Public Works
County of Los Angeles
900 S. Fremont Avenue
Alhambra, CA 91803

Attention: Maged El-Rabaa

Dear Mr. Wolfe:

**GALE AVENUE - FULLERTON ROAD TO NOGALES STREET AND NOGALES
STREET GRADE SEPERATION
2007 METRO CALL FOR PROJECTS APPLICATION**

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the Los Angeles County Metropolitan Transportation Authority's 2007 Call For Projects for the subject project.

The proposed project, which consists of widening Gale Avenue from Nogales Street to Fullerton Road to increase traffic capacity and depressing Nogales Street at the Union Pacific Railroad to eliminate the existing at grade crossing, is jurisdictionally shared between the City and County. We would like to affirm our support of your application for grant funds for the project and our commitment to fund the City's share of the required local match.

The County's efforts in developing transportation improvement projects that reduce traffic congestion and improve safety are greatly appreciated. If you have any questions, please contact John Bailas at 626-333-2211.

Sincerely,

Phil Iriarte
City Manager

cc: Metro (Alan Patashnick).



City of La Puente

15900 E. Main Street La Puente, CA 91744-4719 Telephone (626) 855-1500 Fax (626) 961-6626 www.lapuente.org

January 18, 2007

Mr. Donald L. Wolfe
Director of Public Works
County of Los Angeles
900 S. Fremont Avenue
Alhambra, CA 91803

Attention: Maged El-Rabaa

Dear Mr. Wolfe:

**GALE AVENUE – FULLERTON ROAD TO NOGALES STREET AND NOGALES
STREET GRADE SEPERATION
2007 METRO CALL FOR PROJECTS APPLICATION**

It is our understanding that the County of Los Angeles Department of Public Works proposes to submit an application under the Los Angeles County Metropolitan Transportation Authority's 2007 Call For Projects for the subject project.

The proposed project, which consists of widening Gale Avenue from Nogales Street to Fullerton Road to increase traffic capacity and depressing Nogales Street at the Union Pacific Railroad to eliminate the existing at grade crossing, will provide relief to those traveling to and from the City. We would like to affirm our support of your application for grant funds for the project.

The County's efforts in developing transportation improvement projects that reduce traffic congestion and improve safety are greatly appreciated. If you have any questions, please contact Rozanne Adanto, Community Services Director at (626) 855-1500.

Sincerely,

A handwritten signature in cursive script, reading "Carol Cowley".

Carol Cowley
City Manager

cc: Metro (Alan Patashnick)

Los Angeles County Metropolitan Transportation Authority
2007 Call for Projects

PROJECT FUNDING APPLICATION

MTA Use Only

Project #

Mode:

Area:

NOTE TO APPLICANT: Each individual project must be submitted as one application. A complete application consists of three parts: I-General, II-Financial, and III-Modal. Two (2) copies of a complete application are required. Do not submit spiral or machine bound applications. Project Study Reports (PSR) Project Study Reports/Project Development Support (PSR/PDS) or a Project Study Report Equivalent (PSRE) whichever is applicable, plans, brochures, or other literature will not be accepted in lieu of a completed Metro application. All questions must be

*Prior to filling out this application, be sure to review the Call for Projects
"New and Important Program Requirements" found on page 2 of this*

Note: All page numbers referenced in this application correspond to the page
numbers contained in the 2007 Call for Projects Application package.

PART I - GENERAL PROJECT INFORMATION

1. **PROJECT TITLE** (Do not exceed 60 characters, including spaces - for use on all METRO summary listings.):

Nogales Street (LA Subdivision) Grade Separation Project

2. **PROJECT SPONSOR:**

Lead Agency Name / Address:

**Los Angeles County Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803**

Contact Person Name & Title:

**Maged El-Rabaa
Federal, State, and Railroad Coordination Programs**

Phone #: (626) 458-3943 Fax #: (626) 458-3192

e-mail: MEIRabaa@dpw.lacounty.gov

* Please note that the designated "Contact Person" is the only contact point for all Call for Projects communications from Metro. All Metro correspondence, questions, inquiries soliciting clarification of information contained in applications, etc., will be directed to the identified contact person. Therefore, if the above designated contact person no longer functions in this capacity (i.e., vacation, illness, etc.), it is the responsibility of the project sponsor to contact both the modal lead and overall leads (see page 21) with the newly designated person who will function as the liaison between Metro and the Project Sponsor.

3. MODAL CATEGORY: *(select ONE only and include Part III of application beginning on page indicated)*

- | | | |
|-------------------------------------|--|---------------------------------------|
| <input checked="" type="checkbox"/> | Regional Surface Transportation Improvements (Page 39)..... | Priority No. <u>1</u> of <u>1</u> |
| <input type="checkbox"/> | Signal Synchronization & Bus Speed Improvements (Page 50)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Transportation Demand Management (Page 66)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Bikeway Improvements (Page 80)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Pedestrian Improvements (Page 92)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Transit Capital (Page 102)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Transportation Enhancement Activities (Page 116)..... | Priority No. <u> </u> of <u> </u> |
| <input type="checkbox"/> | Supplemental Funding Application (Page 134)..... | Priority No. <u> </u> of <u> </u> |

If this application is part of a multi-modal application, and separate applications are being submitted in other modal categories, please indicate below by checking which mode(s)

- ☐ Regional Surface Transportation Improvements
☐ Signal Synchronization & Bus Speed Improvements
☐ Transportation Demand Management
☐ Bikeway Improvements
☐ Pedestrian Improvements
☐ Transit Capital
☐ Transportation Enhancement Activities

4. PROJECT DESCRIPTION SUMMARY: *(Do not exceed 180 characters, including spaces - for use on all METRO agenda and reports):*

The Project is a grade separation on Nogales Street at the UPRR LA subdivision crossing in an effort to separate train and vehicular traffic by eliminating the at-grade crossing.

5. PROJECT LOCATION & LIMITS OR SERVICE AREA

The project is located on Nogales Street north of SR-60 between Gale Avenue and the San Jose Creek in the jurisdictions of the City of Industry and the County of Los Angeles. The Project limits on Nogales Street extend from the SR-60 Freeway to the San Jose Creek, approximately 2600-ft in length, the widening of Gale Avenue extends 1900-ft west of Nogales Street, and Walnut Drive widening extends 2600-ft east of Nogales Street. The surrounding area consists primarily of commercial and industrial businesses, with retail and gas stations located at the Nogales Street and Gale/Walnut intersection. Nogales Street is a major arterial highway with on-off ramps to the SR-60 Freeway. Gale Avenue and Walnut Drive is a secondary arterial highway, paralleling the SR-60 freeway.

6. TOTAL PROJECT EXPENSES:

\$70,250 (from Part II. Line 17 - In thousands (\$000) and in FY 2006-07 dollars)

7. TOTAL FUNDING REQUESTED:

\$45,662 (from Part II. Line 38 - In thousands (\$000) and in FY 2006-07 dollars)

8. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP):

- Has this project or any component of it previously received funding from previous Metro Call for Projects (CFP)? ☐ Yes ☒ No
 - If yes, what is the CFP Identification Number ID #?
- Has this project or any component of it previously received funding from Federal Earmark or State Earmark? ☐ Yes ☒ No
 - If yes, what is the Earmark ID #?
- Is the project in the 2006 Regional Transportation Improvement Program (RTIP)? ☐ Yes ☒ No
 - If yes, what is the RTIP ID #

9. PROJECT READINESS:

"Project Readiness" will be a factor in determining whether a project application continues through the Metro Call for Projects evaluation process. It is important that applicants provide accurate and complete information in this section. Should a project sponsor be awarded funds in the 2007 Call for Projects, during the subsequent Recertification process for the first year of funding, Metro staff may contact the successful project sponsor to determine whether the project is ready to enter into an MOU, LOA, or Transit LOA with Metro. Should a project NOT be ready it could result in the project being cancelled by Metro. It is therefore important that applicants carefully evaluate project readiness prior to applying in the Call.

Provide any evidence that project funding will result in timely completion including the following information:

- Does the project require the use of a Metro-owned right-of-way? If so, indicate if applicant has secured Metro's approval to use the right-of-way, and the Metro staff person's name with which this issue has been discussed.

The project does not require use of any MTA-owned ROW.

- List all owners of the right-of-way where the project is to be constructed. Are there any future plans for the right-of-way that might affect the project?

Construction will take place within the City of Industry and County of Los Angeles right-of-way (ROW). The design plans reflect the ROW acquisitions along the project improvements. ROW acquisition will be required for the project, including four full-takes and several partial acquisitions to accommodate the roadway widening. There are no known future plans that would affect this project.

- Describe how the schedule provided is realistic to enable project completion based on the years funding is requested in the Part II Project Financial Plan of this application, and is consistent with the above schedule and Metro's or the State/Federal Lasing Policies (See Appendix C).

Work has already commenced on the project with the design being 90% complete and the environmental document currently being prepared. The screencheck draft of the Initial Study/Environmental Assessment (IS/EA) has already been submitted to the County for review. Work has begun on the technical studies and draft IS/EA. It is anticipated that the IS/EA will be approved by June 2008, and the project design completed immediately thereafter.

- Identify all other agencies or organizations that are active participants in this project. Indicate how their involvement is required in order to implement this project. List the names and phone numbers (if possible) of representative from these agencies.

County of Los Angeles: Within County jurisdiction and is project sponsor. County will administer the design, environmental, right-of-way and construction.

City of Industry: Within City jurisdiction and is project co-sponsor.

UPRR: Railroad approval is required as they will be owner of new bridge and operations are impacted due to construction and temporary shoofly tracks.

Caltrans: Widening of the Nogales/Gale intersection will encroach into the State ROW, therefore encroachment permits are required. Caltrans will also approve the environmental document and certify the ROW.

- Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.

The immediate property owners will be impacted due to the construction. A public outreach program will be implemented to disseminate information and address concerns.

Utility companies will have to relocate their facilities that are in conflict with the project. The County is in contact with these utility companies to coordinate their relocations.

Foothill Transit operates two bus lines on Nogales that will be affected during construction. Temporary bus stops will be provided and an alternate route established.

- Indicate the proposed project schedule below by filling in estimated (or already completed) dates for the project activities listed below. Please indicate any milestones that are complete or in progress.

Activity	Date		Status
Feasibility Study.....			NA
Operational Plan.....			NA
Start of Environmental Documentation.....	Jun	2005	Completed
Draft of Environmental Document.....	Dec	2007	NA
Final Environmental Document.....	Jun	2008	NA
Begin Design Engineering.....	Mar	2004	Completed
Completion of Plans, Specifications, and Estimates.....	Jul	2008	NA
Start of Right-of-Way Acquisition.....	Jul	2008	NA
Right-of-Way Certification.....	Jun	2009	NA
Ready to Advertise.....	Aug	2009	NA
Start of Construction (Contract Award).....	Dec	2009	NA
Project Completion.....	Dec	2011	NA
Other.....			NA

10. NON-DISCLOSURE AGREEMENT (ATTACH):

Please be advised that you are being asked to provide an executed non-disclosure agreement prior to delivery of particular Metro data you may request from Metro in order to complete your 2007 Call for Projects Application. This new program requirement is necessary because of potential security concerns related to the uncontrolled release of the Metro information. Metro's current policies protect certain categories of data from release without a non-disclosure agreement, which limits the use of the data to preparation and submission of your 2007 Call for Projects Application.

Once the application process is completed, if your application is not approved, you are to return the data received in conjunction with the non-disclosure agreement. If your application is approved, you will be permitted to retain the data through completion of the project and then to return the data. The disclosure statement can be found on page 33 of the 2007 Call for Projects Application.

Thank you for your cooperation with this effort.

PROCEDURE FOR REQUEST FOR INFORMATION/DATA DISCLOSURE

1. E-mail data request to: RMC@Metro.net; Subject of e-mail request should refer to the "2007 Call for Projects Data Request" Be sure to include the following:
Contact Person (First, Last, Title)
Company Name
Address, City, Zip
Phone #; Fax #; E-mail
Description of Information/Data Requested
- include in the description "2007 Call for Projects Data Request"
2. When information/data is available, project applicant will receive an e-mail or a letter stating "The documents responsive to your request are now available for pickup in the Records Management Center (RMC), which is located on the Plaza Level of Metro Gateway Building (One Gateway Plaza, Los Angeles, 90012) between 8:00 a.m. and 4:30 p.m.
3. Project applicant can either fax 213-922-2389, or hand deliver the Non-Disclosure Agreement (next page) to METRO RMC. Information/data will not be delivered prior to receipt of signed Non-Disclosure Agreement.
4. METRO RMC will then make the data available for pickup by project applicant at address indicated in Step 2.

Project applicants with questions regarding this procedure should contact the following Records & Information Coordinators; Charlene Aguayo at 213-922-2342 or Robert Burgos at 213-922-4880.

Non-Disclosure Agreement

To Whom It May Concern:

The Los Angeles County Metropolitan Transportation Authority (MTA) acquires a business confidential claim involving all data and information contained in records/documents/data described herein. The MTA considers all of the information being provided herein to constitute MTA owned documents that are also security sensitive documents that affect the public's safety.

No such data and information shall be disclosed to any third party other than to a contractor, subcontractor, consultant, subcontractor or agent as may be necessary for the completion of the company's response in the transaction with the MTA, for which these records/documents/data have been disclosed, and shall not be disclosed in any manner, in whole or in part, without prior written permission from the MTA.

Any subcontractor, subcontractor or agent that is intended to receive MTA records/documents/data described herein shall also execute a non-disclosure agreement with MTA's Records Management Center (RMC) located in the Plaza Level of MTA headquarters building, prior to receiving copies of the documents.

This Non-Disclosure Agreement does not authorize any recipient of MTA records/documents/data to retain any MTA records/documents/data in any company, personal or public database of any kind. At no time, are you authorized to release the records/documents/data to any member of the media without MTA's prior written permission.

Any unauthorized disclosure of the records/documents/data contrary to the terms of this agreement, may result in civil or criminal legal action against your company or any officer, employee, agent, contractor, consultant, subcontractor or sub consultants, by the MTA or any other appropriate enforcement agency.

In pursuing legal action, the MTA is entitled to seek any remedies permitted by the law. By executing this agreement you agree to indemnify and hold harmless the MTA for any and all damages that arise from the unauthorized disclosure. If you are found guilty of violating this agreement, you agree to defend the MTA in any action brought against it as a result of the release records/documents/data. You also agree that all records/documents/data, regardless of the format provided, shall be returned to the MTA upon submittal of the 2007 Call for Projects application on January 22, 2007.

The MTA hereby provides the records/documents/data set forth in Attachment One in accordance with the terms of this non-disclosure agreement. By executing this agreement you agree to all terms and conditions herein.

Sincerely,


2007 Call for Projects Applicant

Concurrence:


MTA RMC Designee

1-22-07

Date

1-22-07

Date

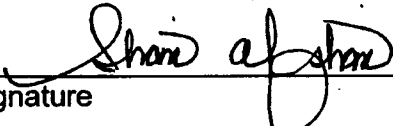
PART II. PROJECT FINANCIAL PLAN (ATTACH):

Complete and attach the financial plan for the project, pages 36-38. Clearly identify all funding sources as either COMMITTED or UNCOMMITTED. Project Sponsors should note that if their application is awarded funding, all local match funding will be escalated accordingly and considered committed. All figures must be in THOUSANDS (\$000) and reflect FY 2006-07 DOLLARS.

The amount of local funds available through the 2007 Call for Projects will be limited. Therefore, federal and state funds represent the majority of the available funding. Any project sponsor monies spent on environmental document preparation, and/or preliminary engineering will be considered as contribution to the 20% (35% RSTI) Local Match requirement. This provision only applies to monies spent on environmental documentation preparation and preliminary engineering within three (3) years prior to Metro Board adoption of the 2007 Call for Projects scheduled for July 2007.

If the applicant is exercising the option stated above, a person duly authorized to sign for the organization (city manager, general manager, executive director, or high ranking officer) must sign below:

Notwithstanding my declared Local Match, as indicated in Part II-Project Financial Plan of this application, I understand that I will be required to submit additional hard match if awarded federal and state funding in future years.



Signature

1-25-07

Date

Assistant Deputy Director

Title

PART III. MODAL CATEGORY INFORMATION (ATTACH):

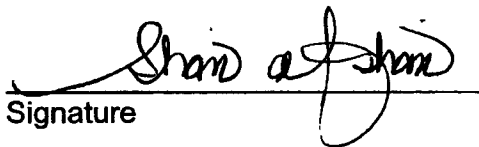
Complete and attach the project information applicable to the modal category selected in Question No. 3 (Page 29).

CERTIFICATION:

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high ranking officer) must sign and certify the application.

The applicant is responsible for meeting the terms and conditions of Metro Board project approval, local match requirements, and the stipulations contained within the standard Memorandum of Understanding (MOU), Letter of Agreement (LOA), State Transportation Improvement Program (STIP) LOA, or Transit LOA.

I attest to the fact that the data submitted herein is true and accurate to the best of my knowledge, and that the project will be designed, operated, and maintained to maximize safety:


Signature

1-25-07
Date

Assistant Deputy Director
Title

Co-sponsors: (If applicable)

N/A
Signature/Title Date

N/A
Signature/Title Date

CALL FOR PROJECTS 2007

PART II

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2007 CALL FOR PROJECTS

Project Title: Nogales Street (LA Subdivision) Grade Separation Project

Project Sponsor: Los Angeles County Department of Public Works

1. PROJECT FUNDING SOURCES

[OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2008-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

ALL EXISTING PROJECT FUNDING SOURCES *		Indicate if	Prior Years	FY	FY	FY	FY	FY	FY	FY	TOTAL
[OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJ		Committed or	(\$000)	2007-08	2008-09	2009-10	2010-11	2011-12			(\$000)
FEDERAL MONETARY (specify)		Uncommitted									
18	Demonstration	Committed	6,588	Prior Years	0	0	0	0	0	0	\$6,588
19			0	0	0	0	0	0	0	0	\$0
20			0	0	0	0	0	0	0	0	\$0
STATE MONETARY (specify)											
21	Grade Separation Fund	Committed	0	0	0	5,000	0	0	0	0	\$5,000
22			0	0	0	0	0	0	0	0	\$0
23			0	0	0	0	0	0	0	0	\$0
LOCAL MONETARY (specify)											
24	County of Los Angeles	Committed	0	0	2,400	600	0	0	0	0	\$3,000
25	City of Industry	Committed	0	0	2,400	600	0	0	0	0	\$3,000
26	Additional Match	Committed	0	0	0	3,500	3,500	0	0	0	\$7,000
27			0	0	0	0	0	0	0	0	\$0
IN-KIND (specify)											
28			0	0	0	0	0	0	0	0	\$0
29			0	0	0	0	0	0	0	0	\$0
30			0	0	0	0	0	0	0	0	\$0
31			0	0	0	0	0	0	0	0	\$0
OTHER (specify)											
32			0	0	0	0	0	0	0	0	\$0
33			0	0	0	0	0	0	0	0	\$0
34	TOTAL EXISTING FUNDING SOURCES AND LOCAL MATCH**		\$6,588	\$0	\$4,000	\$9,700	\$3,500	\$0	\$0	\$0	\$23,388
[OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]											

* List only funding for expenses to be incurred in the completion of the Scope of Work of the project for which you are applying for funding. Do not include funding obtained in previous METRO Call for Projects. Funding categories are not applicable for all projects.

** Any project sponsor monies spent on environmental document preparation, and/or preliminary engineering, and which is being considered as contribution to the 20% Local Match requirement, will be required to submit additional hard match if awarded federal and state funding in future years.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2007 CALL FOR PROJECTS

Project Title: Nogales Street (LA Subdivision) Grade Separation Project

Project Sponsor: Los Angeles County Department of Public Works

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2006-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT EXPENSES*	Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	Total (\$000)
CAPITAL EXPENSES							
1 Design and PS&E	2,500	500	0	0	0	0	\$3,000
2 Construction	0	0	0	12,194	20,904	10,452	\$43,550
3 Construction Engineering	0	0	0	2,439	4,181	2,090	\$8,710
4 Right-of-Way Acquisition or Lease	0	0	11,992	2,998	0	0	\$14,990
5 Equipment Purchase or Lease (e.g. computer)	0	0	0	0	0	0	\$0
6 Vehicle Purchase or Lease	0	0	0	0	0	0	\$0
OPERATING EXPENSES							
7 Administration/Management	0	0	0	0	0	0	0
8 Operating Costs	0	0	0	0	0	0	\$0
9 Maintenance	0	0	0	0	0	0	\$0
10 Marketing	0	0	0	0	0	0	\$0
OTHER EXPENSES (specify)							
11	0	0	0	0	0	0	\$0
12	0	0	0	0	0	0	\$0
13	0	0	0	0	0	0	\$0
14	0	0	0	0	0	0	\$0
15	0	0	0	0	0	0	\$0
16	0	0	0	0	0	0	\$0
17 TOTAL PROJECT EXPENSES	\$2,500	\$500	\$11,992	\$17,631	\$25,085	\$12,542	\$70,250

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects. Project management/administration expenses are capped at a maximum of 10% of total project cost.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2007 CALL FOR PROJECTS

Project Title: **Nogales Street (LA Subdivision) Grade Separation Project**

Project Sponsor: **Los Angeles County Department of Public Works**

1. PROJECT FINANCIAL SUMMARY

NOTE: INDICATE ALL AMOUNTS IN THOUSANDS (\$000) AND IN FY 2006-07 DOLLARS. METRO WILL ESCALATE ACCORDINGLY.

PROJECT FINANCIAL SUMMARY		Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	TOTAL (\$000)
35	Total Project Expenses (Line 17)	2,500	500	11,992	17,631	25,085	12,542	\$70250
36	Total Existing Funding Sources and Local Match (Line 34)* [OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]	6,588	0	4,800	9,700	3,500	0	\$24588
37	Total Project Funding Shortfall (Line 36 minus Line 35) [There must be a shortfall for a project to be eligible for funding under this Call for Projects]	(4,088)	500	7,192	7,931	21,585	12,542	\$45662

PROJECT FUNDING REQUEST

	Prior Years (\$000)	FY 2007-08 (\$000)	FY 2008-09 (\$000)	FY 2009-10 (\$000)	FY 2010-11 (\$000)	FY 2011-12 (\$000)	TOTAL (\$000)
38	\$0	\$0	\$3604	\$7931	\$21585	\$12542	\$45662
TOTAL PROJECT FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS [THIS IS THE AMOUNT REQUIRED TO OFFSET THE SHORTFALL ON LINE 37 FOR WHICH FUNDING IS REQUESTED. DO NOT SPECIFY FUNDING SOURCE]							

* Any project sponsor monies spent on environmental document preparation, and/or preliminary engineering, and which is being considered as contribution to the 20% Local Match requirement, will be required to submit additional hard match if awarded federal and state funding in future years.

PART III - REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS

PROJECT TITLE: **NOGALES STREET GRADE SEPARATION PROJECT**
(from Part I, Question I)

DESCRIPTION OF PROJECT: **See Attached**

PROPOSED PROJECT START DATE: December 2009 (Construction)

PROJECT DURATION (months): 24 months (Construction)

PROJECT TYPE:

(Check all boxes that apply)

☐ New Interchange

☐ Interchange Improvement

☒ Grade Separation

☒ Major Arterial Improvement

☒ Intersection Improvement

☐ Goods Movement

TOTAL PROJECT FUNDING REQUESTED FOR:

☒ Design, Right-of-Way and Construction

☐ Design or Right-of-Way and Construction

☐ Construction Only

If you have another one or more modal elements as part of this project, please check the appropriate box(es) and estimated cost below:

☐ Signal Synchronization

\$ _____

☐ Pedestrian

\$ _____

☐ Bikeway

\$ _____

☐ Transit

\$ _____

Nogales Street Grade Separation Project

DESCRIPTION OF PROJECT:

The Nogales Street Grade Separation project is located within the County of Los Angeles and city of Industry jurisdictions, and would eliminate the at-grade crossing of Nogales Street at the Union Pacific Railroad Los Angeles Subdivision. This project will separate train and vehicular traffic in order to improve safety and increase circulation.

The proposed improvements call for the lowering of roadway along with the construction of concrete pavement, utility relocations, a railroad bridge and retaining walls to allow Nogales Street to pass under the existing two UPRR tracks and eliminate the existing conflicts inherent with an at grade railroad crossing. In addition, Gale Avenue and Walnut Drive will be widened to accommodate two lanes of traffic in each direction, and the intersection of Nogales Street and Gale/Walnut will be widened to accommodate dual-left turn lanes to further improve traffic circulation.

The Project limits on Nogales Street extend from the SR-60 Freeway to the San Jose Creek, approximately 2600-ft in length, the widening of Gale Avenue extends 1900-ft west of Nogales Street, and Walnut Drive widening extends 2600-ft east of Nogales Street. The surrounding area consists primarily of commercial and industrial businesses, with retail and gas stations located at the Nogales Street and Gale/Walnut intersection. Nogales Street is a major arterial highway with on-off ramps to the SR-60 Freeway. Gale Avenue and Walnut Drive is a secondary arterial highway, paralleling the SR-60 freeway.

**Thomas Guide 679-C3**

1. REGIONAL SIGNIFICANCE AND INTERMODAL INTEGRATION
(Up to 30 points)

Complete the section below for Regional Significance and Intermodal Integration. The horizon year for projection is 2030. (Up to 10 points)

Current number of lanes in each direction: 3

Number of lanes in each direction after project: 3

Current AM peak period (e.g., 6-9AM): 7:00 - 8:30 AM

Current PM peak period (e.g., 5-7PM): 4:30 - 6:00 PM

Length of proposed project: 0.5 mile(s)

Functional classification:

☒ Major Arterial

☐ Rural Collector Serving in a higher Capacity

☐ Secondary Arterial

☐ Designated Truck Route

Is project located on Congestion Management Program Network? Yes ___ No X

Current Average Daily Traffic (ADT) Project Study Area: 69,537

Existing capacity - Vehicles per Hour (VPH)¹ Project Study Area: 20,050

Projections for the Project: (Up to 10 points)

Project Study Area	2030	Basis of Projection ²	
		Avg. Annual Growth %	Source
Projected Average Annual Daily Traffic (AADT) without Project	115,431	1.66%	SCAG
Projected Average Annual Daily Traffic (AADT) with Project	115,431	1.66%	SCAG
Future capacity with Project (VPH):	24,860	1.66%	SCAG

¹ Account for all lanes impacted by the project.

² For example: SCAG or local travel demand model

On an attached sheet and limited to 400 words, address the following: (Up to 10 points) **See Attached**

- a) How does this project support the goals and objectives of the Metro's Long Range Transportation Plan for this mode as outlined in the Objectives section of this modal application?
- b) Explain how this project supports a regional, multi-jurisdictional or local plan. Provide a list of jurisdictions that your agency must work with under a regional or multi-jurisdictional plan.
- c) Describe how this project supports Intermodal Integration. Identify any regional trip generators such as airports, ports, transit services or facilities and other regional activity centers to which access would be enhanced. Explain how this project integrates elements from other modes, e.g. signal synchronization, bikeway improvements, and include a breakdown of these expenses. Does your project accommodate safe bicycle travel by providing a wide outside curb lane (14' minimum, 15' preferred) or bike lanes per Highway Design Manual Chapter 1000?
- d) Describe how the project supports Goods Movement efforts, reduces queues, addresses air quality, improves truck circulation and/or accommodates truck generated land uses. Provide the average annual daily truck traffic (AADTT) and/or the estimated number of trucks as a percentage of total average daily traffic. Describe what time periods experience the most truck traffic and why. If appropriate, identify sensitive land uses adjacent to the project. (Note: projects must be located on public right-of-way).
- e) For Goods Movement grade separation projects: provide the number of daily trains operating on the impacted line; queue lengths at the rail crossing(s); the duration of grade crossing delays (or gate dwell times); the total hours of vehicle delay and the total amount of vehicular traffic on the crossing street during AM and PM peak periods. Indicate if the project is included in the current PUC "Separation of Highway-Rail Grade Crossing Priority Study" and note the project's statewide and Los Angeles County ranking.
- f) Describe how the project will enhance regional mobility, reduce congestion, contributes to a balanced, safe and integrated transportation system. Describe the source of data and any relevant assumptions.

2. **PROJECT NEED AND BENEFIT TO TRANSPORTATION SYSTEM**
(Up to 35 points)

On an attached sheet and limited to 400 words, address the following: (Up to 10 points) **See Attached**

- a) Describe and document the need for this project and how its implementation would benefit the transportation system. Describe how the project would eliminate or mitigate any transportation deficiencies such as poor LOS or poor travel time. Would this project benefit public transit? If so, how?
- b) Identify fixed-route transit lines that currently use or will utilize the proposed project.

Operator	Line Number(s)	Peak Headways	Ridership (Avg. Weekday Boardings)
Foothill Transit	178	30 min.	
Foothill Transit	289	60 min.	
Metrolink	"Riverside"	30-40 min.	

c) Document the Project Need from a mobility perspective as shown below.

Current Conditions for Peak Hour: (Up to 5 points)

Vehicles

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM
5370
E
57.45

PM
5296
F
106.8

Trucks (if available)

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM

PM

Future Conditions Without Project for 2030: (Up to 10 points)

Vehicles

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM
6919
F
85.84

PM
6854
F
132.53

Trucks (if available)

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM

PM

Future Conditions With Project for 2030: (Up to 10 points)

Vehicles

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM
6919
B
34.70

PM
6854
B
25.20

Trucks (if available)

- a) Peak hour volume
- b) LOS peak hour
- c) Peak hour delay

AM

PM

For informational purposes only (no points awarded)

If available, please provide Peak Hour Average Speed:

Current:	AM _____	PM _____
Without Project for 2030:	AM _____	PM _____
With Project for 2030:	AM _____	PM _____

Nogales Street Grade Separation Project

1. REGIONAL SIGNIFICANCE AND INTERMODAL INTEGRATION (Up to 30 points)

On an attached sheet and limited to 400 words, address the following:

- a) How does this project support the goals and objectives of the Metro's Long Range Transportation Plan for this mode as outlined in the Objectives section of this modal application?

Nogales Street is a major arterial highway with direct access to the SR-60 freeway and is a significant regional link for the San Gabriel Valley. Gale/Walnut is a vital east-west route immediately paralleling the SR-60 freeway. This project will relieve congestion, increase capacity, and improve safety for the commuters and goods movement via truck and/or rail.

- b) Explain how this project supports a regional, multi-jurisdictional or local plan. Provide a list of jurisdictions that your agency must work with under a regional or multi-jurisdictional plan.

This project is located within the unincorporated portion of Los Angeles County and in the City of Industry. Work will encroach into the Caltrans right-of-way due to the intersection widening. This project meets the framework for transportation projects to meet mobility goals and demonstrate air quality conformity, as established by SCAG's "Regional Transportation Plan".

- c) Describe how this project supports Intermodal Integration. Identify any regional trip generators such as airports, ports, transit services or facilities and other regional activity centers to which access would be enhanced. Explain how this project integrates elements from other modes, e.g. signal synchronization, bikeway improvements, and include a breakdown of these expenses. Does your project accommodate safe bicycle travel by providing a wide outside curb lane (14' minimum, 15' preferred) or bike lanes per Highway Design Manual Chapter 1000?

A Metrolink train station exists east of the project site for which Gale/Walnut provides a secondary route in case of congestion on the SR-60. Two Foothill Transit bus routes use Nogales Street, and the project will eliminate potential delays in their routes. This project will become part of the County & city of Industry planned signal synchronization plan. Access and mobility to neighboring cities and businesses will be greatly enhanced.

- d) Describe how the project supports Goods Movement efforts, reduces queues, addresses air quality, improves truck circulation and/or accommodates truck generated land uses. Provide the average annual daily truck traffic (AADTT) and/or the estimated number of trucks as a percentage of total average daily traffic. Describe what time periods experience the most truck traffic and why. If appropriate, identify sensitive land uses adjacent to the project. (Note: projects must be located on public right-of-way).

The project is within a high density of industrial/commercial property use which generates a significant volume of trucks throughout the typical business hours of 7:00 am to 5:00 pm. It is estimated that the truck volumes approach 20% of total volumes

Nogales Street Grade Separation Project

during these hours. The project will greatly enhance truck movements and eliminate delays.

- e) For Goods Movement grade separation projects: provide the number of daily trains operating on the impacted line; queue lengths at the rail crossing(s); the duration of grade crossing delays (or gate dwell times); the total hours of vehicle delay and the total amount of vehicular traffic on the crossing street during AM and PM peak periods. Indicate if the project is included in the current PUC "Separation of Highway-Rail Grade Crossing Priority Study" and note the project's statewide and Los Angeles County ranking.

The project is currently rated No. 10 on the PUC Grade Crossing Priority list. Currently 50 trains use the crossing on a daily basis, a mix of freight and commuter trains, and at times the trains are stopped at the crossing for switching purposes. Queue lengths have been observed over a 0.25 mi. long and have backed vehicles onto the SR-60 freeway. By 2020, the daily total hours of vehicle delay is estimate at 78 hours.

- f) Describe how the project will enhance regional mobility, reduce congestion, contributes to a balanced, safe and integrated transportation system. Describe the source of data and any relevant assumptions.

The project will greatly enhance regional mobility by eliminating the significant vehicular, truck and bus delays with the at-grade crossing, significantly improving the capacity of the Nogales/Gale intersection and increasing capacity on the east-west secondary highway. The elimination of the at-grade crossing provides a significant safety benefit to the commuter by eliminating the risk inherent to highway/rail crossings.

Nogales Street Grade Separation Project

2. PROJECT NEED AND BENEFIT TO TRANSPORTATION SYSTEM (Up to 35 points)

On an attached sheet and limited to 400 words, address the following: (Up to 10 points)

- a) Describe and document the need for this project and how its implementation would benefit the transportation system. Describe how the project would eliminate or mitigate any transportation deficiencies such as poor LOS or poor travel time. Would this project benefit public transit? If so, how?

The project is located in one of the largest geographic cities in Los Angeles County and is nearly fully developed with a high density of industrial and commercial uses. High levels of congestion, especially trucks, on the major and secondary highways exist due to the delays at the at-grade crossings, lack of intersection capacity, and an inadequate number of lanes. This project will address each of those items and also provide a significant safety improvement with the elimination of the at-grade crossing.

Nogales Street is the region's main north-south arterial which traverses various cities and communities, including West Covina, City of Industry, and Rowland Heights, and provides a link to the SR-60 freeway.

Gale/Walnut is a primary east-west arterial street nearly spanning the entire City of Industry and portions of unincorporated Los Angeles County, running immediately north of and paralleling the SR-60 Freeway. During periods of heavy congestion on the freeway, or when Nogales is blocked by trains, Gale/Walnut is utilized as an alternative route

Nogales Street carries approximately 45,000 vehicles per day, and Gale/Walnut Avenue carries approximately 20,000 vehicles per day. A total of 50 trains use the UPRR LA Subdivision tracks daily and this volume will continue to increase. It is estimated that in 2020, average daily vehicular delays due to trains will approach 78 hours.

The intersection of Nogales Street at Gale/Walnut current functions at 110% of capacity (LOS H) and at 128% of capacity (LOS H) at the project 2030 volume. With the proposed project, the intersection will be at 78% of capacity (LOS D) with the projected 2030 volumes. Project area-wide, nearly 70,000 vehicles enter the study area, including Nogales, San Jose, Railroad, and Gale/Walnut. Current overall LOS is E/F (am/pm) and will degrade to F/F in 2030. With the project, the LOS will improve to B/B for the project study area, with a significant reduction in overall delay.

This project will:

Nogales Street Grade Separation Project

- **Improve safety and traffic circulation by eliminating the at-grade crossing.**
- **Eliminate vehicular delays by eliminating the at-grade crossing**
- **Increase intersection capacity by adding through and left-turn lanes**
- **Increase capacity on Gale/Walnut by adding two through lanes**
- **Increase goods movement via truck and/or rail by improving circulation**
- **Provide environmental benefits of reducing the volume of air pollutants by eliminating of idling cars at the railroad crossing and noise impacts from eliminating train horns.**

Document any assumptions used in your calculations and specify the traffic model used to obtain the mobility results. Include up to six pages of traffic model output sheets (e.g., Highway Capacity Software).

Attached are the Intersection Capacity Utilization (ICU) calculations for the Nogales Street at Gale/Walnut intersection based on the following conditions:

1. Existing condition (2003 Volumes)
2. 2030 condition without project
3. 2030 condition with project

Intersection Capacity Utilization Worksheet

Intersection Location: Nogales at Gale/Walnut

Analyzed by: Somerville

Date and Time of Data: 1/25/2007

City: City of Industry

Alternative: 2003 Existing Conditions

Project: Nogales Street Grade Separation

	1	1	0	1	1	0	1	3	0	1	3	1
<input type="checkbox"/> Yes				<input type="checkbox"/> Yes			<input type="checkbox"/> Yes			<input type="checkbox"/> Yes		
	242	354	398	140	270	77	291	1,028	70	115	1,319	151
			0			0			0			0
<input checked="" type="checkbox"/> Yes				<input checked="" type="checkbox"/> Yes			<input checked="" type="checkbox"/> Yes			<input checked="" type="checkbox"/> Yes		
	16			16			16			16		
<input type="checkbox"/> Yes				<input type="checkbox"/> Yes			<input type="checkbox"/> Yes			<input type="checkbox"/> Yes		
	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	90											
	242.0	752.0	0.0	140.0	347.0	0.0	291.0	1098.0	0.0	115.0	1319.0	151.0
	242.0	752.0		140.0	347.0		291.0	1098.0		115.0	1319.0	
	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.908	1.000	1.000	0.908	1.000
	0.950	0.921	0.850	0.950	0.967	0.850	0.950	0.990	0.850	0.950	1.000	0.850
	1805.0	1749.2	0.0	1805.0	1836.8	0.0	1805.0	5126.1	0.0	1805.0	5175.6	1615.0
	1805.0	1749.2		1805.0	1836.8		1805.0	5126.1		1805.0	5175.6	
	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
	0.0%			0.0%			0.0%			0.0%		
	TRUE			TRUE			TRUE			TRUE		
	12.1	38.7	0.0	7.0	17.0	0.0	14.5	19.3	0.0	5.7	22.9	8.4
	16.1	42.7	8.0	11.0	21.0	8.0	18.5	23.3	8.0	9.7	26.9	12.4
	1	0.00		1	0.00		1	0.00		1	0.00	
	242	752		140	347		291	368		115	440	
	1	0.00		1	0.00		1	0.00		1	0.00	
	11.3	11.3		11.3	11.3		11.3	11.3		2.1	11.3	
	0.09	1.00		0.09	1.00		0.09	1.00		0.47	1.00	
	160.4	1749.2		160.4	1836.8		160.4	1708.7		854.0	1725.2	
	135.7	38.7		78.5	17.0		163.2	19.3		12.1	22.9	
		1749.2			1836.8			5126.1			5175.6	
		NA			NA			NA			NA	
	NA			NA			NA			NA		
	135.7			78.5			163.2			22.9		
	139.7			82.5			167.2			26.9		
		38.7			17.0			19.3			22.9	
	12.1	38.7		7.0	17.0		14.5	19.3		5.7	22.9	
		38.7			17.0			19.3			22.9	
	42.7	42.7		21.0	21.0		23.3	23.3		26.9	26.9	
	53.7											
	139.7											
	63.7											
	53.7											
	99.1											
	EBR	WBR	NBR	SBR								
	8.0	8.0	8.0	12.4								
	NBT	SBT	WBT	EBT								
	23.3	26.9	21.0	42.7								
	WBL	EBL	SBL	NBL								
	11.0	16.1	9.7	18.5								
	42.3	51.0	38.7	73.6								
	110.1%											
	H											

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Nogales at Gale/Walnut
 Analyzed by: Somerville
 Date and Time of Data: 1/25/2007

City: City of Industry
 Alternative: 2030 Projected w/o Project
 Project: Nogales Street Grade Separation

Direction	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Left	1	1	0	1	1	0	1	3	0	1	3	1
Thru	Yes		Yes		Yes		Yes		Yes		Yes	
Right	288	422	474	167	322	92	347	1,224	83	137	1,571	180
Left			0			0			0			0
Thru	Yes	16		Yes	16		Yes	16		Yes	16	
Right	Yes		Yes		Yes		Yes		Yes		Yes	
Left	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Thru	4	4	4	4	4	4	4	4	4	4	4	4
Right	4	4	4	4	4	4	4	4	4	4	4	4
Left	90											
Thru	288.2	895.6	0.0	166.7	413.3	0.0	346.6	1307.7	0.0	137.0	1570.9	179.8
Right	288.2	895.6		166.7	413.3		346.6	1307.7		137.0	1570.9	
Left	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.908	1.000	1.000	0.908	1.000
Thru	0.950	0.921	0.850	0.950	0.967	0.850	0.950	0.990	0.850	0.950	1.000	0.850
Right	1805.0	1749.2	0.0	1805.0	1836.8	0.0	1805.0	5126.1	0.0	1805.0	5175.6	1615.0
Left	1805.0	1749.2		1805.0	1836.8		1805.0	5126.1		1805.0	5175.6	
Thru	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right	0.0%			0.0%			0.0%			0.0%		
Left	TRUE			TRUE			TRUE			TRUE		
Thru	14.4	46.1	0.0	8.3	20.3	0.0	17.3	23.0	0.0	6.8	27.3	10.0
Right	18.4	50.1	8.0	12.3	24.3	8.0	21.3	27.0	8.0	10.8	31.3	14.0
Left	1	0.00		1	0.00		1	0.00		1	0.00	
Thru	288.22	896		166.74	413		346.58	436		136.97	524	
Right	1	0.00		1	0.00		1	0.00		1	0.00	
Left	11.3	11.3		11.3	11.3		11.3	11.3		1.9	11.3	
Thru	0.09	1.00		0.09	1.00		0.09	1.00		0.52	1.00	
Right	160.4	1749.2		160.4	1836.8		160.4	1708.7		930.0	1725.2	
Left	161.7	46.1		93.5	20.3		194.4	23.0		13.3	27.3	
Thru	1749.2			1836.8			5126.1			5175.6		
Right	NA			NA			NA			NA		
Left	NA			NA			NA			NA		
Thru	161.7			93.5			194.4			27.3		
Right	165.7			97.5			198.4			31.3		
Left	46.1			20.3			23.0			27.3		
Thru	14.4	46.1		8.3	20.3		17.3	23.0		6.8	27.3	
Right	46.1			20.3			23.0			27.3		
Left	50.1	50.1		24.3	24.3		27.0	27.0		31.3	31.3	
Thru	62.4			52.6								
Right	165.7			198.4								
Left	74.3			58.3								
Thru	62.4			52.6								
Left	115.0											
Thru	8.0	8.0		8.0	14.0							
Right	NBT	SBT		WBT	EBT							
Left	27.0	31.3		24.3	50.1							
Thru	WBL	EBL		SBL	NBL							
Right	12.3	18.4		10.8	21.3							
Left	47.3	57.7		43.1	85.4							
Thru	127.8%											
Right	H											

Intersection Capacity Utilization Worksheet

Intersection Location: Nogales at Gale/Walnut
Analyzed by: Somerville
Date and Time of Data: 1/25/2007

City: City of Industry
Alternative: 2030 Projected w/ Project
Project: Nogales Street Grade Separation

	2	2	1	2	2	0	2	3	0	2	3	1
<input type="checkbox"/> Yes				<input type="checkbox"/> Yes			<input type="checkbox"/> Yes			<input type="checkbox"/> Yes		
	288	422	474	167	322	92	347	1,224	83	137	1,571	180
			0			0			0			0
<input checked="" type="checkbox"/> Yes				<input checked="" type="checkbox"/> Yes			<input checked="" type="checkbox"/> Yes			<input checked="" type="checkbox"/> Yes		
		16			16			16			16	
<input type="checkbox"/> Yes				<input type="checkbox"/> Yes			<input type="checkbox"/> Yes			<input type="checkbox"/> Yes		
	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	4	4	4	4	4	4	4	4	4	4	4	4
	4	4	4	4	4	4	4	4	4	4	4	4
	90											
	288.2	421.6	474.0	166.7	413.3	0.0	346.6	1307.7	0.0	137.0	1570.9	179.8
	288.2	421.6		166.7	413.3		346.6	1307.7		137.0	1570.9	
	0.971	0.952	1.000	0.971	0.952	1.000	0.971	0.908	1.000	0.971	0.908	1.000
	0.950	1.000	0.850	0.950	0.967	0.850	0.950	0.990	0.850	0.950	1.000	0.850
	3505.3	3617.6	1615.0	3505.3	3497.2	0.0	3505.3	5126.1	0.0	3505.3	5175.6	1615.0
	3505.3	3617.6		3505.3	3497.2		3505.3	5126.1		3505.3	5175.6	
		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
		0.0%			0.0%			0.0%			0.0%	
	TRUE			TRUE			TRUE			TRUE		
	7.4	10.5	26.4	4.3	10.6	0.0	8.9	23.0	0.0	3.5	27.3	10.0
	11.4	14.5	30.4	8.3	14.6	8.0	12.9	27.0	8.0	8.0	31.3	14.0
	1	0.00		1	0.00		1	0.00		1	0.00	
	144.11	211		83.37	207		173.29	436		68.483	524	
	1	0.00		1	0.00		1	0.00		1	0.00	
	11.3	11.3		11.3	11.3		11.3	11.3		0.9	11.3	
	0.09	1.00		0.09	1.00		0.09	1.00		1.09	1.00	
	155.8	1808.8		155.8	1748.6		155.8	1708.7		1908.4	1725.2	
	83.3	10.5		48.2	10.6		100.1	23.0		3.5	27.3	
		3617.6			3497.2			5126.1			5175.6	
		NA			NA			NA			NA	
	NA			NA			NA			NA		
		83.3			48.2			100.1			27.3	
		87.3			52.2			104.1			31.3	
		10.5			10.6			23.0			27.3	
	7.4	10.5		4.3	10.6		8.9	23.0		3.5	27.3	
		10.5			10.6			23.0			27.3	
	14.5	14.5		14.6	14.6		27.0	27.0		31.3	31.3	
	26.0			44.2								
	87.3			104.1								
	29.1			58.3								
	26.0			44.2								
	70.3											
	EBR	WBR	NBR	SBR								
	30.4	8.0	8.0	14.0								
	NBT	SBT	WBT	EBT								
	27.0	31.3	14.6	14.5								
	WBL	EBL	SBL	NBL								
	8.3	11.4	8.0	12.9								
	65.7	50.7	30.6	41.4								
		78.1%										
		D										

Revision 2003.0

4. LOCAL MATCH (Up to 10 points)

Must be consistent with Part II: Table 3 of the Project Financial Plan Summary.

Local Match:

a) Hard Match (minimum 20%):	<u>\$ 24,588,000</u>	<u>35%</u>
b) In-kind Match (up to 15%):	<u>\$ 0</u>	<u>0%</u>
Total Local Match:	<u>\$ 24,588,000</u>	<u>35%</u>
c) Hard Overmatch:	<u>\$ 0</u>	<u>0%</u>
d) Total local match commitment a + b + c = d	<u>\$ 24,588,000</u>	<u>35%</u>

- Meets Local Match Requirement (minimum 20% cash match = 0 Points)
- Exceeds Local Match Requirement (up to 10 points)
Amount of points is based on percentage of overmatch. Applicants who provide a 50% match will receive the full 10 points.

4. COST EFFECTIVENESS (Up to 15 points)

Calculate the cost-effectiveness of this project based on the following calculations:

Input Parameters

a) From Section I:

Difference in Functional Capacity with and without project: 4810 vph
[Use capacity numbers from Section I, subtract 2030 from existing capacity]

b) From Section 2:

Difference in Peak Hour Delay with and without project: 158.47 hours
[Add AM and PM peak hour delay for 2030, subtract with from without project delay totals]

c) Total project cost: \$ 70,250,000**Cost Effectiveness Ratios (Up to 15 points)**

2030

d) Total Project Dollar Expended per Capacity Gain: \$ 14,605
divide c by a

e) Total Project Dollar Expended per Delay Saved \$ 443,302
divide c by b

f) Briefly explain whether you have considered/evaluated implementing operational improvements before deciding upon this capital improvement request? If no, please explain.

Yes, but due to the proximity of the adjacent cross streets safety improvements could not be implemented and any operational improvements would not address the heavy volume of rail and vehicular traffic.

5. LAND USE AND ENVIRONMENTAL COMPATIBILITY (Up to 10 points)
Please limit your response to 200 words.

- a) Describe how your jurisdiction's Goods Movement program, local land use, transportation and environmental policies and actions support and maximize the effectiveness of this project. Please provide details on these policies and actions, which can include, but are not limited to, policies contained in local planning documents, development agreements or local legislative actions. If appropriate, describe how the project supports and existing or proposed Transportation Oriented Development (TOD). (Up to 5 points)

The project is consistent with the general plans of the County of Los Angeles and the City of Industry. The project is included in the City of Industry Circulation Element. Proposed improvements are consistent with the existing developments along Nogales Street and Gale/Walnut as well as the proposed development or redevelopment based upon current zoning requirements.

- b) How is the project designed to be compatible and enhance the surrounding community? Does this project have the support of community, business and elected officials? If appropriate, has the project been discussed with adjacent jurisdictions and the community? (Up to 5 points)

The project will greatly benefit the community through the elimination of the at-grade crossing, increased landscaping, improved circulation for the residents and businesses, and environmental benefits from reduced emissions and increased air quality throughout the region.

Through the design and environmental phases, a public outreach program will be initiated to inform the community of the proposed project, solicit input from stakeholders, and address any concerns of the surrounding communities.

SUPPLEMENTAL DATA - SYSTEM PRESERVATION
(3R - Rehabilitation, Reconstruction, Resurfacing)

If your project includes a 3R work component, please complete information below:

Does your jurisdiction have a current Pavement Management System (PMS) for which the proposed project was rated within the last 3 year? Y ___ N ___ if no, explain.

Which PMS does your jurisdiction utilize? _____

- Please attach a recent print out (less than 3 years old) for the project segment proposed for the 3R work (must match same project limits as the project).

Please indicate the current rating on your Pavement Condition Index (PCI) as determined by your jurisdiction's PMS.
Please also include the rating scale and the trigger for 3R.

PCI Rating	_____
PCI Scale	_____
Trigger Value	_____

Please provide the rank (priority in your jurisdiction's list of 3R work projects) as shown in your capital improvement program (Capital Improvement Program, Annual Budget, PMS, etc.) for the project's 3R component work. Please provide the year the project is programmed for funding.

Name of Capital Programming Document	_____
Rank	_____
Year Programmed for 3R Work	_____

What is the total cost of the proposed project's 3R work component? \$ _____

Highway-railroad Crossing Safety Account (HRCSA) Program Project Benefits Form

EXHIBIT C

Project Title:	Nogales Street (L.A. Subdivision) Grade Separation Project		
Project Category:	Grade Separation, Rail-Highway		
Project Type:	Construct a six-lane roadway underpass and railway bridge to completely grade separate Nogales Street with the railroad (Los Angeles Subdivision).		
Outputs:	<p>Elimination of the existing at-grade rail-highway grade crossing</p> <p>Construct a 39-ft wide, 113-ft long 2-span railroad bridge over the roadway depression Eastbound Railroad Street will be terminated with a Cul-de-sac at Nogales Street</p> <p>Widen approximately 4,400 ft of Gale Avenue to provide 2 lanes for each direction of traffic</p> <p>The intersection of Gale Avenue and Nogales Street will be expended.</p>		
Outcomes:	<u>Outcome</u>	<u>Performance Measure</u>	
	Safety	Two train-vehicle accidents have occurred in the past five years (2003-2007). will eliminate the potential for crossing collisions, estimated at one every four years. Delays eliminated for emergency responders. Will eliminate the possibility for pedestrian crossing railroad tracks	
	Velocity	Will increase truck and train freight velocity by relieving bottlenecks and eliminating collisions at the rail crossing. improving project area traffic from LOS F/F (AM/PM) to B/B. Street widening will ease area traffic congestion. Street widening will ease area traffic congestion.	
	Throughput	Located on high-volume Union Pacific freight rail and Metrolink mainlines, one of the most heavily utilized freight and passenger rail facilities in the U.S. with statewide and national significance. Approximately 65 trains per day travel on two tracks, with a forecasted increase to 104 trains by 2025. Additional rail-line capacity will help absorb freight growth and reduce diesel truck traffic.	
	Reliability	By eliminating collisions, will increase reliability of trips into and out of the congested and growing freight logistics area in the San Gabriel Valley. Will eliminate waiting at Nogales Street crossing which carries 45,000 vehicles per day and operates at 110% of capacity in peak hours (LOS F), projected to increase to 125% of capacity by 2030.	
	Congestion Reduction	Will eliminate combined 75 hours of vehicle delays each day.	
	Emissions Reduction	Will cuts 25 tons a year of cancer-causing air toxins and greenhouse emissions by 2030	